

Oklahoma City Boat Club - Lake Hefner PHRF Fleet Bylaws

Adopted March 1, 2012 by the Board of Governors of the Oklahoma City Boat Club in accordance with its Constitution and Bylaws and administered by their Handicap Rating Committee in accordance with these Bylaws.

Article I. INTRODUCTION

1. US Sailing and the Oklahoma City Boat Club (OCBC) support offering a fair playing field for competition. This is done through Performance Handicap Racing Fleet (PHRF) ratings to ensure competitive racing for a wide range of designs.
2. Boat owners apply for membership in the PHRF Fleet by submitting an OCBC-Lake Hefner PHRF Rating Certificate to the Handicap Rating Committee covering their boat's configuration. Rating Certificates are available on the OCBC website (www.okcboatclub.com) under "PHRF Information." If an owner makes a change in a PHRF rated boat, the owner is obligated to report the change to the Committee. When a boat is sold, the owner is requested to report the sale so the boat can be removed from the Fleet's Valid Rating List.
3. The Committee assigns PHRF numbers and reviews the boats in the Fleet prior to the beginning of each racing season to ensure ratings are consistently applied and reflect the speed potential of the boat when sailed on Lake Hefner. Reviews during the season are conducted as needed.
4. National PHRF information is found on US Sailing's website (www.ussailing.org) under "Offshore."
5. Lake Hefner PHRF, like most PHRF systems, applies only to self-righting mono-hulls. Other boats are rated by another system, presumably the Portsmouth Yardstick system.
6. It is the intent of PHRF handicapping that any well-equipped, well-maintained, and well-sailed boat has a good chance of winning. PHRF ratings are not intended to reflect helmsperson or crew capability. Ratings are not adjusted to encourage poor or careless sailing, or to penalize proficiency.

Article II. PHRF PHILOSOPHY

1. PHRF is a method of rating boats based on the speed potential of the boat, determined as much as possible on observations of performance in on-the-water competition at the local club level. It relies on the owner's certification that his boat is a Standard Production Boat and that all sails, rigging and equipment comply with the standards for that boat and is sailed according to its class rules. If it's a custom boat, then the displacement and all measurements that could affect the rating must be fully specified on the application for rating and certified as such by the owner.
2. PHRF assumes a boat is ready to race. Adjustments are made for certain variations (see Article VII). Adjustments are not made for a partially equipped boat, headsails less than 155 % of J, or a boat which differs from others in its class in that it is unusually heavy, out of balance, out of tune or carries growth on its bottom.
3. If the boat is not raced in compliance with the specifications stated in the certificate, the boat can be disqualified under Racing Rules of Sailing (RRS) #78.
4. PHRF ratings are expressed in seconds per nautical mile to be deducted from elapsed time to produce corrected times. The higher rating indicates the lower performance potential of the boat. For scoring purposes, the rating is converted to a time-on-time correction factor as defined by the Rating Committee.

Article III. ADMINISTRATION

1. The **Rating Committee Chair** shall be appointed by the OCBC Commodore and approved by the Board of Governors. The **Handicap Rating Committee** shall consist of the chair, at least three (3) additional OCBC regular members and, to ensure continuity, the preceding year's committee chair. If the preceding year's chair

is unable to serve, the Commodore shall select another member of the preceding year's committee to serve in the previous chair's place.

2. **A Rating Certificate request** originates with the boat owner. The owner declares the sail complement to be used, details pertaining to the type of motor and propeller configuration and any deviations from the Standard Production Boat and submits the request to the Committee. In certain cases, the Committee may require actual boat and sail measurements. When this occurs, a member of the Committee will assist the owner in completing the needed details. The Committee evaluates the request and any additional information requested, applies appropriate adjustments and assigns the boat its Valid Lake Hefner PHRF number. Once assigned, more than one helmsperson and/or crew may race the boat using its valid number.

A rating certificate is issued solely for the purpose of rating the performance potential of the boat described. Neither OCBC Lake Hefner PHRF nor OCBC makes any determination with respect to the seaworthiness or safety of the boat rated. The seaworthiness and safety of each boat is the sole responsibility of the owner.

Article IV. DEFINITIONS

1. **Base Handicap Rating.** The committee may use all of the information available to it including the most recent US Sailing published PHRF handicaps for the same or similar classes. Standard PHRF reference information can be found at www.ussailing.org, under the "Offshore" section, then "PHRF". The PHRF webpage has the link to US Sailings High/Low/Average Performance Handicap list of Base Ratings
2. **Critical Dimensions.** US Sailing's table of critical dimensions of production sailboats. Select "Offshore" on US Sailings Webpage (www.ussailing.org) then PHRF. The PHRF webpage has the link to this report.
3. **Custom Boat.** A one-of-a-kind boat.
4. **Modified Boat.** Changes made to the boat, rigging and/or appendages after production to enhance the speed potential of the boat.
5. **OCBC-Lake Hefner PHRF Handicapping Guide.** The guide developed and used by the Rating Committee to ensure consistency of ratings for a wide range of designs.
6. **One Design Rig (ODR) Rating.** An ODR rating requires the boat to be raced in compliance to its class rules. Only certain boats qualify for an ODR rating and they are noted in the US Sailing's High/Low/Average PHRF list.
7. **PHRF Ratings.** PHRF ratings are expressed in seconds per nautical mile to be deducted from elapsed times to produce corrected times. A higher rating indicates lower performance potential. For scoring purposes, the rating is converted to a time-on-time correction factor defined by the Committee. The smallest increment of performance used for rating is 3 seconds per mile. It is impossible to spot a boat's potential performance any more accurately than this. Differences in helmsperson and crew skill represent a much larger factor than this, probably more than 30 seconds per mile.
8. **Standard Production Boat.** A boat listed in US Sailing's High/Low/Average Performance Handicaps list. Critical Dimensions for these boats are in US Sailing's Critical Dimensions list.
9. **Valid Handicap Rating and List.** The valid Lake Hefner PHRF number assigned after adjustments to the base rating. A list of valid ratings is posted on OCBC's PHRF bulletin board and website.

Article V. DETERMINING RATINGS

1. The process for determining a boat's Lake Hefner PHRF rating begins with obtaining the boat's base rating. The **Base Handicap Rating** begins with *considering* the average PHRF number in US Sailing's High/Low/Average Performance Handicaps list *as a guide* for determining the Base Rating for a particular boat. The Committee shall then use the OCBC-Lake Hefner PHRF Handicapping Guide to make adjustments. The result is the boat's Valid Lake Hefner PHRF Handicap Rating.
2. If a rating for the boat is not in the US Sailing list, the Committee shall use its best efforts to rate the boat using all available resources including the most recent US Sailing published handicaps for the same or similar

classes. The Committee may also consult clubs with similar racing conditions to those on Lake Hefner for their ratings for that boat.

3. In cases when a Temporary Rating is needed for a regatta, any member of the Committee may assign one in accordance to the Rating Committee Guidelines. Actual scoring based on the rating is subject to reconsideration by the Rating Committee if protested. Scoring and awards will be adjusted according to the results of the protest.
4. US Sailing also promotes performance handicap racing for larger multihulls. If an owner of a multihull in the US Sailing PHRF Multihull List submits a request for rating, their boat may be given a temporary rating to see if it competes fairly with self-righting monohulls on Lake Hefner. Based on race results, the Handicap Rating Committee will either assign a valid rating or cancel the temporary rating.

Article VI. BASE HANDICAP RATINGS

1. **Base Handicaps for Standard Production Boats assume that:**
 - a. It is equipped with a Spinnaker and the Spinnaker pole length equals "J".
 - b. Spinnaker maximum width is 180% of pole length
 - c. Spinnaker maximum length is 95% of forestay length. (Forestay length as used here is actually the hypotenuse of the fore triangle.)
 - d. The foresail LP is a maximum of 155% of J. (Staysails must not overlap the main any more than the Genoa could.)
 - e. Sails are made of woven (Dacron) or exotic (such as Kevlar) materials.
 - f. The boat has an auxiliary engine with a folding or feathering propeller on an exposed shaft or a retractable outboard motor unless the One Design Rules for that class clearly state that the motor is optional or not included.
 - g. The hull, rig, sails and appendages are unmodified from the data in US Sailing's Critical Dimensions list.
 - h. The boat is race ready.
2. **Base Handicaps for ODR Classes.** The OCBC fleet captain for fleets qualifying for an ODR rating will be consulted to determine the boats in the fleet that will be sailing ODR. When an owner of an ODR boat chooses to deviate from their National class rules and race with the PHRF fleet, they must apply for, and be granted, a valid Lake Hefner PHRF number based on the base handicap guidelines above for Standard Production Boats and any adjustments thereto for the particular boat. There will be adjustments made to a boat's rating if it deviates from its National Class Rules. Inquiries for interpreting class rule compliance will be directed to the executive director of the class for resolution.

Article VII. ADJUSTMENTS TO BASE HANDICAPS

1. Some classes have boats manufactured with different mast heights, keel configurations, etc. Differences that affect the speed potential of the boat will have their Base Handicap number adjusted accordingly.
2. Adjustments to Base Handicap Numbers Used by the Handicap Rating Committee are:
 - a. Genoa LP greater than 155% of J, up to 165% -3
 - b. Genoa LP greater than 165% of J -6
 - c. Rig height increased up to 3% -3
 - d. Rig height increased greater than 3% -6
 - e. Oversize spinnaker pole up to 10% of J -3
 - f. Oversize spinnaker width up to 200% of pole length -6
 - g. Spinnaker length up to 105% of forestay -3
 - h. Outboard motor not retractable +3
 - i. Outboard motor fixed in a well with fixed propeller +6
 - j. Auxiliary engine with fixed two-blade propeller on exposed shaft +3
 - k. Auxiliary engine with fixed three-blade propeller on exposed shaft +6
 - l. Auxiliary engine with fixed three-blade propeller in an aperture +3

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| m. Auxiliary engine with fixed two-blade propeller in an aperture | 0 |
| n. Boats without an engine or motor but required by class rules | -3 |
| o. Above deck roller furler, drum in place, sail reefable/furlable | +6 |
| p. Modified keel | -3 to -18 |
| q. Spinnaker-rated boat sailing Non-spinnaker in its fleet | No adjustment in rating |
| r. Local Adjustment based on observations and documentation of performance may be individually granted. | |

Article VIII. APPEALS

1. Any owner whose boat has a Valid Handicap Rating may appeal to the Handicap Rating Committee for a change to their boat's rating or the rating of any other boat. The appellant prepares their request for appeal on an OCBC-Lake Hefner Handicap Rating Appeal Form and submits it to the Handicap Rating Committee Chair.
2. The Chair will coordinate with the appellant if further information is needed for the hearing. When sufficient data is available, the Chair will schedule a hearing date.
3. The Chair will notify the appellant and all Lake Hefner PHRF Fleet members of the hearing date by email. The hearing will be held within thirty (30) days after date of the notifying email. An announcement will also be made at the upcoming monthly OCBC General Membership meeting if it precedes the hearing date.
4. The hearing will be conducted by the Committee Chair or their designated alternate. At least two (2) additional members of the Rating Committee must be present in order for a hearing to occur. In case the required members are not present, the hearing shall be adjourned to another time.
5. All interested parties may appear and be heard, subject to the rules of order, sportsmanship and decorum. A party may document or argue their views if they wish but the Committee will render a decision based on all the information available to it. There is no burden of proof.
6. No member of the Committee may vote on their own boat. However, any member of the Committee may appeal the rating of any boat.

Article IX. AMENDMENTS

In accordance with **Article VIII, Section 6** of the **Bylaws of the Oklahoma City Boat Club**, these Bylaws may be amended by the Handicap Rating Committee as needed, subject to review and approval by the Board of Governors of the Oklahoma City Boat Club.