

PERFORMANCE HANDICAP RACING FLEET REGULATIONS

Performance Handicapping

PHRF stands for Performance Handicap Racing Fleet, and it describes a group of sailboats of varying performance characteristics that are handicapped for racing on the basis of observed performance, rather than the 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. It is not the purpose of the PHRF system to handicap skippers and crews. Where sailing skill (or lack of it) is the cause of one's finishing place, neither will winning lead to a faster rating nor losing to a slower one.

PHRF certification is open to any single-hulled, self-righting boat of any age, and almost any description. Boats that are not self-righting may be handicapped at the committee's discretion. The goal is to provide fair and equitable racing for as many boats as possible. In cases where a boat is of so radical a design that any rating assigned to it would impair the rating balance of the fleet as a whole, a handicap rating may be refused.

PHRF handicaps are assigned by the PHRF Committee, a subcommittee of the Handicap Racing Committee of the YRA of LIS. The PHRF Committee usually meets on the second Thursday of each month throughout the year for the purpose of assigning new ratings, reviewing old ones, drafting or revising regulations, and transacting any other business before it. This meeting is held at Larchmont YC at 2000 hrs.

PHRF Procedures

PHRF ratings are available to PHRF members of the YRA of LIS upon submitting an application via the YRA of LIS website (www.yralis.org). Guest certificates are also available at a reduced price for boats from out of the YRALIS area and are only valid for the event entered (Block Island Race Week and Around Long Island regattas). The application will then be assigned to one of the Committee members (or "handicappers"). If the boat is one of a standard class or type, to which a "base rating" has already been assigned, the handicapper will assign that rating, adjusted where necessary for differences in sail area, propeller type, spinnaker pole length, crew weight declaration, etc., provided that such differences are within the range of the "standard modifications" as described below. Once it is completed, you will receive an automated e-mail, notifying you that you can download or print a copy of your certificate off the YRA website.

If the boat is one of a standard class or type to which no base rating has yet been assigned, or if the differences from the standard version are beyond the scope of the standard modifications, or if the boat is the only one of its kind, the handicapper will present the application to the entire PHRF Committee at its next regularly scheduled meeting, and the rating will be assigned by that group as a whole. Members or guests submitting an application that requires a handicapper or committee review, and where an imminent regatta requires the applicant to have a rating before the Committee's next regularly scheduled meeting, must complete all certificate fields and address the handicapper's inquiries at least one week prior to the regatta. Assuming that all the data has been provided by the member/guest, any handicapper is empowered, but not obliged, to issue a provisional rating, which is valid for all purposes until the next meeting. At that meeting, the provisional rating will be reviewed and either accepted as is or altered as the Committee may decide.

It must be recognized that no system of handicapping will adequately rate all types of boats on all points of sail and in all wind and sea conditions. It is the aim of this committee to assign ratings for conditions prevailing on Long Island Sound.

Rating Review

There is no such thing as a "final" PHRF rating. Any rating may be reviewed and challenged in either direction at any meeting without notice to the skipper. Whenever the Committee is satisfied, on the basis of observed performance, that the rating of a particular boat or type of boat does not fairly reflect the speed potential of that boat or type, it will make whatever changes in the rating it finds to be fair. Changes to ratings that have been long established are seldom made. In the case of more recently rated boats, particularly where little data was available when the rating was first assigned, changes are more likely as experience accumulates.

Any PHRF member can obtain a review of any yacht's rating by writing to any member of the Committee. The letter will be more effective if it sets forth details of a boat's performance relative to another boat on various points of sail and in various wind speeds. Information of this kind is more useful than race results, because race results are influenced by factors in addition to boat speed. The Committee will consider every such application at a subsequent meeting. In addition, the Committee may itself initiate a review of a rating whenever it considers such action warranted.

Any member who considers that he has not been fairly and reasonably treated by the Committee may bring his complaint before the Executive Committee of the YRA of LIS.

While that group will not normally, if ever, undertake to assign or change PHRF ratings, it will investigate actions of the PHRF Committee with respect to the complainant's case and take whatever steps are necessary to ensure a fair and reasonable disposition.

The effective date of any rating change made at a PHRF Committee meeting is the first Monday following that meeting. If this results in a yacht's rating being changed during a regatta series, the rating used for that series is at the discretion of the Race Committee of the sponsoring organization. The organization may at their discretion use changed ratings in races that occur the weekend after a meeting.

PHRF Committee

The names, addresses, and telephone numbers of all the members of the current PHRF Committee are available upon request from the YRA of LIS office (516 767-9240). All of these committee members are working hard to make this program a success. Feel free to call on any of them for advice or help when you need it.

PHRF Regulations

The "base rating" is the rating assigned to a "standard" boat of a class or type. It assumes the standard rig dimensions for the class, a genoa whose LP dimension is in the range of greater than 145%, up to and including 155% of J, a folding propeller if exposed or a two-bladed fixed one if in an aperture. If propulsion is by an outboard engine, it assumes the engine is dismounted and stowed in an optimum location aboard when racing. It assumes that the boat is equipped with a symmetric spinnaker, and that the spinnaker pole length (SPL) is equal to the width of the base of the fore triangle (J), and that the maximum girth (SMW) of the spinnaker at any point is in the range of greater than 168%, up to and including 183% of J. It assumes that the boat will be sailed with no more than the

Base Crew Weight aboard. Finally, it assumes that the boat is in all other respects similar to the standard boat of its type as originally supplied by its manufacturer.

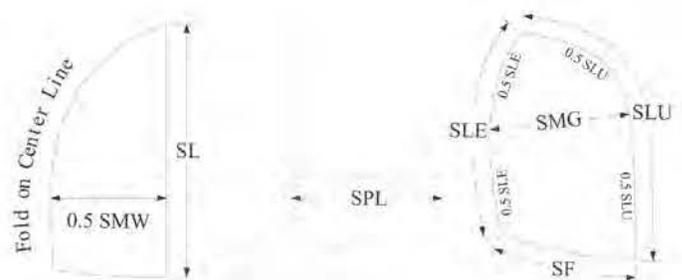
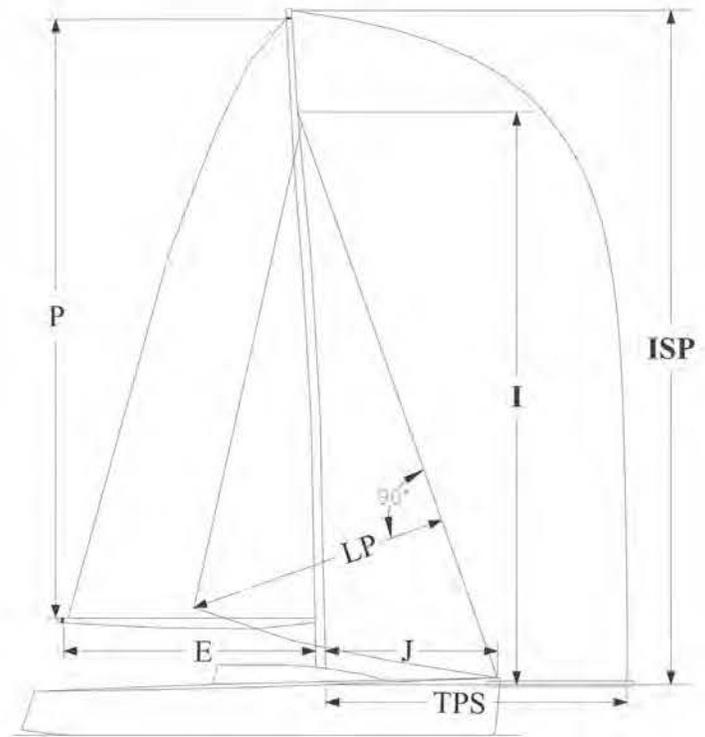
Certain variations from these norms are not uncommon. They are set forth in the following tables from which departures from the "base rating" and account for differences in genoa and spinnaker size, propeller type, etc. Variations affecting performance which are not set forth in these tables require action by the entire Committee at a meeting. When the committee feels that the table or other noted adjustments does not properly reflect the performance change in the boat, the committee reserves the right to assign an appropriate adjustment.

The resulting handicap rating will be the sum of the base rating and any adjustments. This is the rating to be used for the majority of races. In addition, there are provisions to provide the following types of ratings:

- ▶ Non-spinnaker - the base rating excluding spinnaker related adjustments. Handicappers may also compensate for performance considerations when a boat's observed performance differs greatly from the majority of the fleet when not using a spinnaker. Non-spinnaker ratings are intended to be used in races against other boats without spinnakers, not in mixed classes where only some boats may use them.
- ▶ Double-handed - the base rating excluding crew weight adjustments. This will be a separate certificate that will be clearly marked for double-handed racing only. A completely different configuration will be allowed.
- ▶ Distance - the handicap rating adjusted to include approximately 60% windward/leeward and 40% reaching in a wind range of 10 to 12 knots true. This rating is intended for use in distance races, such as the Block Island Race, Vineyard Race, Around Long Island Race, etc.

DEFINITIONS

- A. Area** Area of asymmetric spinnaker as calculated by the IRC formula. Contact your sailmaker.
- BAL** Ballast of the yacht in pounds. Note any additions or deletions from the standard and the locations.
- BEAM** Maximum beam of the vessel.
- CREW** "STD" if to use base boat maximum weight. Otherwise, declare maximum weight desired.
- DISPL** Displacement of the yacht in pounds, without crew, water, fuel, or stores aboard.
- DRAFT** Draft of the hull and keel. Also include draft with the board down if a centerboard yacht.
- E** The maximum, unpenalized length of the foot of the mainsail. The boom to be marked with a black band, at a distance equal to E, measured from the back of the mast.
- I** Height of fore triangle. Measured from deck sheer line abeam the mast to the highest point of headsail attachment.
- ISP** Spinnaker halyard height. Measured from deck sheer line abeam of the mast to the top of the spinnaker halyard sheave.
- J** Distance perpendicular from the foreside of the mast line to the point of intersection of the forestay with the deck.
- JC** The greater of J or SPL or SMW / 1.8.
- LOA** Length overall of the hull. Note bowsprit and/or boomkin separately.
- LP** Distance perpendicular from the luff to the clew of the largest jib.
- LWL** Load waterline length.
- MATERIAL** Construction material of the hull, keel, rudder, and mast (e.g., fiberglass, lead, iron, aluminum, carbon fiber, etc.)
- MHW** Mainsail girth measurement from a point along the leech, halfway between the clew and the head, to the nearest point of the luff.
- MTW** Mainsail girth measurement from a point along the leech, three-quarters of the distance from the clew to the head, to the nearest point of the luff.
- MUW** Mainsail girth measurement from a point along the leech, seven-eighths of the distance from the clew to the head, to the nearest point of the luff.
- P** The maximum, unpenalized length of the luff of the mainsail. The mast to be marked with a black band, at a distance equal to P, as measured from the top of the boom.
- SL** Symmetric spinnaker luff length.
- S. Area** Symmetric spinnaker area. Consult your sail maker.



- SMW** For symmetric spinnakers only, maximum girth leech to leech. (Fold on centerline, measure max. width, and multiply by two.)
- SMG** For asymmetric spinnakers only, the mid-girth, found by measuring between the mid-points of the luff and leech.
- SPL** Spinnaker pole length measured with the pole in its fitting and set in a horizontal position athwartship, as measured from the center of the mast, to the outermost end of the pole.
- SF** Asymmetric foot length.
- SLU** Asymmetric luff length.
- SLE** Asymmetric leech length.
- TPS** Tack point of an asymmetric tacked on the centerline, to the deck or to a sprit, measured from the tack point, to the front of the mast, parallel to the water.
- WPL** Whisker pole length, measured from front of mast.

SPORTBOAT DEFINITION

The PHRF certificate may identify a boat as a sportboat if it meets any one of these criteria: (1) Displacement-Length Ratio less than 100. (2) Upwind Sail Area-Displacement Ratio greater than 30. (3) Downwind Sail Area-Displacement Ratio greater than 75. (4) A sprit length greater than 50 percent of J. The committee reserves the right to identify or not to identify any boat that it feels is or is not a sportboat, regardless of whether it meets any of the above criteria.

HANDICAP ADJUSTMENTS

A. JIB

Adjustment is based on the largest jib and is determined by the LP/J ratio stated as a percentage. The following table is relative to a boat designed to carry a 155% jib.

<u>LP / J %</u>	<u>Adjustment</u>
greater than 195	-15
greater than 185, to 195	-12
greater than 175, to 185	-9
greater than 165, to 175	-6
greater than 155, to 165	-3

<u>LP / J %</u>	<u>Adjustment</u>
greater than 145, to 155	0
greater than 135, to 145	+3
greater than 115 to 135	+6
greater than 95 to 115	+9
up to 95%	+12

No headsails may be set to extend aft of the LP line used to establish the handicap.

Up to four, equally spaced battens may be used in headsails with an LP of 110% or less. Variations from this must be reported to the Committee for their consideration.

“A three (3) second credit will be given, if requested, for having the headsail set on an above-deck roller furling system. In order to obtain the credit, the furling system must be in use at all times, and *all headsails, (except storm sails)*, must be set using the furling system and must be able to be furled using the system.

B. SPINNAKER

A symmetric spinnaker is to be defined as having luff and leech within 2% of each other and being symmetric about the centerline in shape and material. An asymmetric shall have over 5% difference in luff and leech lengths.

The maximum, unpenalized spinnaker luff length (SL) shall be equal to $.95 \sqrt{(I^2 + JC^2)}$. If SL exceeds this length, then excess length shall be converted to girth (SMW) for handicapping purposes, using the following formula: $\text{Rated Girth} = (\text{SMW}/J) / (.95 \sqrt{(I^2 + JC^2)})$. This Rated Girth will be used in place of the standard SMW/J ratio (stated as a percentage) to assess penalties in accordance with the table below.

Adjustment is normally based on the largest spinnaker and for symmetric spinnakers is determined by the SMW/J ratio stated as a percentage.

<u>SPIN %</u>	<u>Adjustment</u>
greater than 228	-12
greater than 213, to 228	-9
greater than 198, to 213	-6
greater than 183, to 198	-3
greater than 168, to 183	0

NOTE: For symmetric spinnakers, if the spinnaker pole (SPL) is greater than J, then the SPIN % is equal to SMW / J or $1.8 \times \text{SPL} / J$ whichever is greater.

The following shall be reported for asymmetric spinnakers.

1. How the sail will be attached to the boat (i.e., centerline tacked on bow, on fixed sprit, on retractable sprit, on laterally articulating sprit, pole, etc.) If a boat has multiple asymmetric spinnakers that are attached in different manners, the largest of each must be reported separately.
2. The luff, leech, SMG, and foot dimensions.
3. The area of the sail as measured using the IRC formula.
$$\text{Area} = ((\text{SLU} + \text{SLE})/2) * ((\text{SF} + (\text{SMG} * 4))/5) * .83$$

One design boats with their standard asymmetric spinnaker, and other boats that come standard with a sprit, will have such reflected in their base ratings. The Committee will consider the need for an adjustment for all other boats on a case-by-case basis. In evaluating adjustments, the goal of the committee will be to presume that in order for identical hulls, each with different asymmetric spinnaker configurations (fixed sprit, articulating sprit, centerline, pole) to all go the same speed (averaged across a variety of wind strengths and angles), the sail area of the more efficient configurations will have to be reduced compared to that of the standard symmetric configuration.

Asymmetric spinnakers that meet the following conditions will be considered as standard and not subject to penalty.

When tacked to standard spinnaker pole (SPL):

1. The average of the lengths of the luff and leech do not exceed the luff length permitted for a standard spinnaker.
 $(.95 \sqrt{(I^2 + JC^2)})$
2. SMG does not exceed $1.8 \times JC$.
3. The foot (SF) does not exceed $1.8 \times JC$.
4. The point at which the sail is tacked is not at a greater distance from the mast than the value reported for SPL on the certificate.
5. If SPL exceeds J, then spinnaker shall be rated based on SMG/J , or $1.8 \times \text{SPL}/J$, whichever is greater.

Retro-Fitted Sprits

When tacked on or near the centerline, either to the deck or to a non-articulating, retro-fitted sprit, and:

1. The average length of the leech and luff do not exceed $1.15 \sqrt{(I^2 + \text{TPS}^2)}$
2. Neither SMG nor SF exceed $1.8 \times \text{TPS}$

Ratings will be adjusted as follows:

TPS/J%	W/L Adjust.	Distance Adjust.
Up to 100	+9	+3
>100 to 108	+6	0
>108 to 116	+3	-3
>116 to 124	0	-6
>124 to 132	-3	-9
>132 to 140	-6	-12
>140 to 148	-9	-15
>148 (as determined by the committee)		

NOTE: The above table does not apply to:

- Boat models manufactured with sprits, or where a sprit was offered as optional equipment from the manufacturer
- Articulating sprits
- Boats that will also use a symmetrical spinnaker.

Boats with articulating sprits, or with asymmetric spinnaker dimensions in excess of those shown above, will be rated by the Committee on an individual basis.

Boats that wish to fly both symmetric spinnakers and asymmetric spinnakers from a sprit must report that to the committee. In general boats rated for both will carry a penalty. If boats wish to fly both symmetric and asymmetric spinnakers from the pole, and neither spinnaker is subject to a penalty, then this configuration is allowed with no penalty.

Credit will not be given for undersized spinnakers.

C. MAST and RIG

The effect on performance of changes from standard rig dimensions varies from boat to boat to such a great extent that no rational table of rating changes based on rig size can be formulated. Accordingly, these changes are treated on a case by case basis. If your boat is one of a class and your rig differs from the standard for that class, you must notify the Committee of that fact. If you have a custom boat and your rig is changed from that described on your prior rating application, you must notify the Committee of the changes. A “change” refers not only to length, but also to material, weight, wire size, number of spreaders, diameter, or aramid standing rigging.

D. PROPULSION

Adjustment is based on propeller type and its installation. An out of aperture installation is either an exposed shaft or a sail drive. In aperture is a traditional installation in a cutout behind a full keel.

<u>Prop / Installation</u>	<u>Adjustment</u>
Folding/Feathering Out of Aperture	0
Fixed 2-Blade In Aperture	0
Outboard Retracted When Racing	0
Fixed 2-Blade Out of Aperture	+6
Fixed 3-Blade In Aperture	+6
Fixed 3-Blade Out of Aperture	+12
Non-Standard	(as estimated by handicapper)

NOTE: If the propeller or installation type is not included in the

adjustment table, then the Committee will assign the adjustment based on the assumed relation to the table and indicate the action in its notes.

E. CREW WEIGHT

Yachts shall be rated within the following Base Crew Weight Limitations:

Up to and Including LOA(ft)	Base Weight Limit (lbs)	# of (180 lb.) Crew Members
24	900	5
27	1080	6
30	1260	7
33	1440	8
35	1620	9
38	1800	10
40	1980	11
43	2160	12
45	2340	13
50+	Add 180 lbs. For each 5 feet of LOA over 45 feet.	

LOA shall be mathematically rounded to the nearest whole number. For example, a 24.49 foot boat is rounded to 24 feet LOA and is allowed a base crew weight of 900 lbs, and a 24.5 foot boat is allowed a base crew weight of 1080 lbs.

The base weight limit is for everyone aboard, including the skipper. Double handed certificates will be issued for two people, regardless of weight. For other certificates, there is a minimum of 720 lbs., typically four people.

The base weight limit will be printed on the PHRF Certificate. Once per calendar year, the crew weight may be declared to be more or less than the base crew weight, with an adjustment in the rating. If an owner decides that he wishes to sail with a crew weight less than the base crew weight, this request must be brought before the Committee for their review. If an owner wishes to sail with a crew weight greater than the base crew weight, the Handicapper will adjust the boat’s rating as found in the following table.

Adjustment

- 6 Base crew weight plus more than 180 lbs., or more than 10% of base crew weight, whichever is greater. (The “2 and up more crew” adjustment.)
- 3 Base crew weight plus up to 180 lbs. Or up to 10% of the base crew weight, whichever is greater. (The “1 more crew” adjustment.)
- 0 Base crew weight down to base crew weight minus 179 lbs. or 9.9% of base weight, whichever is greater.

Weight Credits

- +3 If requested weight is at least 20% less than standard weight, and the difference between the standard and requested weight is at least 1.5% of displacement.
- +6 If requested weight is at least 40% less than standard weight, and the difference between the standard and requested weight is at least 3% of displacement.

Boats in the following categories will not be eligible for weight credits:

- 1) Upwind Sail Area/Displacement < 15
- 2) Ballast/Displacement > 0.5
- 3) Beam/Length < 0.25

F. BALLAST

YRALIS PHRF will permit the following exceptions to RRS rule 51 (Ballast) and will rate boats with these exceptions on a case by case basis:

- 1) Canting keels – vessels that are produced with canting keels may seek a PHRF rating. Ratings for the canted position will consider the percentage of ballast relative to total displacement and the change in righting moment as a result.
- 2) Water Ballast – vessels built with internal water ballast may seek a PHRF rating. Rating for the vessel will consider the location and % of total displacement of the water ballast.

Any other movement of internal weights for the purpose of improving stability is not permitted and will not be rated.

Annual Declaration of LP

The LP dimension declared for a yacht at the time her certificate was issued or renewed must remain in effect for the duration of the year for which the certificate was issued. Rating changes resulting from changes in the LP dimension can, therefore, be made only once a year, except upon written application to the PHRF Committee, stating the reasons for the change. Such applications will not be approved if the Committee finds that the proposed change is an attempt to fine tune the yacht's rating for anticipated weather conditions in any specific race, series, or time of year.

Sail Measurement Limitations

The ratings assigned by the PHRF Committee assume that sail dimensions not specifically stated on the certificate conform either to the yacht's class or to limitations that have long been standard in all measurement rules. Any departure from these limitations amounts to a change from the standard or norm. Therefore notice of the departure must be given to the Committee. Note that sails are to be measured in accordance with the ISAF Equipment Rules of Sailing.

In the case of yachts not belonging to a one-design class, attention is specifically directed to the following:

- Mainsail headboards may not exceed in width the greater of 6 inches or 4% of E.
- Any Mainsail or Mizzen where the MUW is greater than 22% of E, or the three-quarter width MTW is greater than 38% of E or the half-width MHW is greater than 65% of E girth limitations shall be declared. The increase in sail area above the maximums shall be stated as a percentage of increase. This data can be obtained from the sailmaker.
- Mainsails with full battens are allowed without penalty if the roach of the mainsail has not been increased from the above limits.
- For symmetric spinnakers, the SL may not exceed 95% of the square root of the sum of I squared plus JC squared, without penalty
- A sail may not be measured or used as a spinnaker unless its

mid-girth is at least equal to 75% of its foot length.

- The difference between a headsail and a spinnaker is that the width of a headsail, measured between the midpoints of its luff and leech, is less than 75% of the length of its foot. A sail tacked down behind the foremost mast is not a headsail.

NOTE: Cruising spinnakers made of Nylon, tacked on deck, and max foot not more than 165% of "J", are exempted from this rule and are considered, and rated as, a "spinnaker". Cruising spinnakers may have a luff rope."

Non-Spinnaker Regulations

The following regulations supplement the YRA of LIS PHRF Fleet regulations:

1. Non-Spinnaker YRA of LIS PHRF ratings: Participating yachts must have valid YRA of LIS PHRF certificates. Each YRA of LIS PHRF certificate bears both spinnaker and non-spinnaker ratings.
2. The intent of Non-Spinnaker racing is that boats sail off the wind with the same sails they use to sail on the wind. Therefore, ketches and yawls may not fly staysails off the wind unless such sails are used when sailing upwind.
3. Jibs must be attached along their luff to the headstay, unless the boat has no headstay.
4. Pole Length: Whisker poles may not be longer than "LP" without penalty. Extendable poles must be banded to indicate their maximum permitted length. Spinnaker poles may be used as whisker poles. When a competitor declares a LP greater than 135% and a pole of J length, a +6 credit may be claimed. If the declared LP is from 120% to 135% with a J length pole, +3 credit may be claimed. No credit is available when the declared LP is less than 120% with a J length pole.
5. Jib Limitations: Non-spinnaker racing is defined, for this purpose, as prohibiting the use of any headsail whose mid-girth (mid-luff to mid-leech) measurement is more than 75% of its foot measurement. Except when changing headsails, participating yachts may not fly more than one headsail at a time. (Yachts that are permanently cutter rigged may fly their staysails.)

Proper Racing Trim

Yachts shall race as rated with at least all the equipment and furnishings supplied as standard by the manufacturer. A yacht that has altered or has removed bulkheads, permanently attached furniture, or structural interior components shall be considered a custom yacht. Drawers, headliners, cabinet and locker doors, steps, ladders, and engine enclosures shall remain in place as supplied as standard equipment. If they do not so remain, then the yacht shall be considered a custom yacht and rated accordingly. Passageway doors, cushions, dining tables, and carpets are specifically exempted, and are alterable or removable provided all safety standards are met. Lifting keels (not designed to be adjusted while racing) must be fixed and locked in the lowered position while racing.

Owner's Obligation to Disclose Alterations

PHRF ratings, and the racing that relies on them, is entirely dependent on accurate information being provided to the

Handicapping Committee, and on a boat being maintained to continue her compliance with that rating. The PHRF Committee takes that accuracy and compliance very seriously. It is the sole responsibility of each boat owner to advise the PHRF Committee of any modifications to their boat, that in any way alters the configuration of the hull, foils, internal structure, sail plan, mast or rigging of the boat or that could potentially affect the sailing performance of the boat when compared to the rated standard boat.

A modified boat is any standard boat that has been changed in some way that might affect its performance from the original design. Changes to the hull shape or structure, appendages, spars or sail plan, boat weight or propulsion are often created to make a boat more competitive. While older boats may require significant restorations in order to be maintained as safe and competitive, any and all of these should be noted where the restoration does not replicate the original design.

Modifications Which Must be Reported for Evaluation:

1. Hull, Transom, Keel, Board or Rudder: Changes that alter either the weight of the boat or the flow of water over wetted surfaces such as size, shape, length, materials, weight, location, center of gravity, etc.
2. Internal Structure: Changes or additions to the original manufactured design and construction that affect strength or stiffness of the hull, keel sump, rigging, weight, or weight distribution. This includes interior bulkheads, longitudinal stringers, keel sump bracing, tie rods, and compression struts.
3. Spars: Changes to weight, length, cross section, design, materials (Carbon Fiber, etc.), external support structure, standing rigging design or materials (PBO), etc.
4. Sail Plan: Changes to the original dimensions of the rated sails (Mainsail, largest headsails, largest asymmetric spinnaker for each different tack location, largest spinnaker)
5. Mechanical Propulsion: Changes from original production installation that affect location, weight and/or underwater drag (different strut, prop, or saildrive configurations).

Modifications Which Need Not Be Reported:

1. Fairing and smoothing of the hull, rudder, keel or centerboard that conform to the original design except as limited by One Design class rules.
2. Additional sails no bigger than the rated sails.
3. Sail material such as Mylar, Kevlar, Dacron, etc.
4. Cosmetic changes to the hull, interior, or rigging of the boat not affecting the weight, trim, or speed of the boat.
5. Passageway doors, cushions, dining tables, and carpets are specifically exempted, and are alterable or removable provided all safety standards are met.

If the PHRF Committee is notified or discovers that an owner is not in compliance with the above, the Committee may file a protest with the YRA of LIS Executive Committee. This protest will be heard by a properly constituted panel of three Judges. The panel of Judges may recommend to the PHRF Committee the revocation of the certificate in question. The revocation may be made retroactively. The panel may also suspend the owner's privilege to participate in any YRA of LIS event for a prescribed period of time. To apply for a PHRF handicap, please visit the YRA website, YRALIS.org.