

## PHRF NS Handicap Adjustments

### 3.12.1 Base Ratings

The "base ratings" which appear in nationally published lists apply to yachts for which the following "standard configuration" applies:

- (1) The spinnaker pole/whisker pole length is equal to "J"
- (2) The spinnaker maximum width is equal to 180% of "J"
- (3) The spinnaker maximum length is equal to .95 times the square root of ("I" squared + "J" squared)
- (4) The genoa "LP" maximum is equal to 155% of "J"
- (5) The yacht is in racing condition
- (6) The yacht has a folding or feathering propeller, a two bladed fixed propeller in an aperture, or a retractable outboard motor.
- (7) Hull and appendages are unmodified.

Adjustments made for deviations from standard configuration vary from Fleet to Fleet, because they are based on local racing experience.

### 3.12.2 Declared Inventory

The ratings published in the Sail NS Yacht Database <https://www.sailnovascotia.ca> apply to yachts with the standard configuration defined in Section 2.4. The following adjustments are now used, but the Handicap Committee may change these at any time. For the most current adjustments visit the Sail NS web site.

An owner will declare or adjust his sail inventory by submitting a hard copy of a Yacht Data Sheet to the Sail NS, or by entering his data to the Sail NS Yacht Database using the appropriate tools found on the Sail NS web site. A change of declaration must be submitted to the Sail NS web site at least seven (7) days prior to it being allowed. An owner may not change this declaration more than once during a season, and never during a regatta or race week. If no declaration has been made, the yacht is assumed to have a headsail over 170% J and a spinnaker over 200% J. The corresponding maximum penalties do much to hasten owners' declarations. An exception to this requirement is made at the first regatta entered by a newly active yacht, and always for out of Sail NS area yachts visiting Sail NS Clubs. Here, the owner's declaration will be accepted on the regatta Entry Form.

### 3.12.3 The following is a list of adjustments that will be made to a boat's base rating for variations to the base boat:

Category	Adjustment
<b>3.12.4 Sail Adjustments</b>	
<b>A. Headsail adjustments</b>	
1. Oversized headsail, over 170% J	-9
2. Oversized headsail, up to and including 170% J	-6
3. Standard headsail, up to and including 155% J	0
4. Undersized headsail, up to and including 110% J; fractional rig	+ 6
5. Undersized headsail, up to and including 110% J; masthead rig	+ 12
6. Masthead yachts with no spinnaker declared or in a non-spinnaker class with the largest declared headsail having an LP > 110% and an LP 135% or less will be assigned a 6 sec/mile LP adjustment	+6
<b>B. Mainsail adjustments</b>	
7. Mainsail exceeds IMS MGUL or MGML by up to 20%	- 6
8. Mainsail exceeds IMS MGUL or MGML by up to 40%	- 12
9. Mainsail exceeds IMS MGUL or MGML by 40% or more	- 18
10. Mainsail exceeds one design class rule MGUL or MGML by up to 20%	- 6
11. Mainsail exceeds one design class rule MGUL or MGML by up to 40%	-12
12. Mainsail exceeds one design class rule MGUL or MGML by 40% or more	-18

13. Mainsail luff roller furling; with no battens or no positive roach	+ 6
14. Mainsail luff roller furling; with battens and/or a positive roach	+ 3
<b>C. Spinnaker adjustments</b>	
15. Oversized spinnaker, 201% J and over	-12
16. Oversized spinnaker, up to and including 200% J	-6
17. Standard spinnaker, up to and including 180% J	0
18. No spinnaker, fractional rig	+ 12
19. No spinnaker, mast-head rig	+ 18
20. If $0.5 * (\text{luff length} + \text{leech length}) > 0.95 * \sqrt{(I_2 + J_2)}$ there is a penalty of -6 points for each 5% excess or part thereof. Note: Sprit boats will be handicapped in the configuration declared by the owner.	-6 (for each 5%)
21. Standard boat includes a spinnaker pole with an overall length = J. Some OD boats have poles/sprits longer than J and their handicap is calculated according to their declared SPL (Spinnaker Pole Length). Other boats where J or SPL is not standard will be subject to penalty as per 20, 28, or 29. SPL = declared Spin Pole length. If SPL exceeds J and/or SMW (Spinnaker Max Width) exceeds $1.8 * J$ then the penalty is -6 sec/mile for every 10% excess or fraction thereof.	-6 for each 10%
22. Masthead rig with Asymmetric Spinnaker if only spin on boat and if flown from the centerline at the bow.	+9
23. Fractional rig with Asymmetrical Spinnaker if only spin on boat and if flown from the centerline at the bow.	+6
24. Standard Asymmetrical Spinnaker; SMG up to and including 180% of TSL	0
25. Oversized Asymmetrical Spinnaker; SMG 181% to 200% of TSL	-6
26. Oversized Asymmetrical Spinnaker; SMG 201% to 220% of TSL	-12
27. Oversized Asymmetrical Spinnaker; over 220% will be reviewed on a case by case basis.	
<b>D. Rig related adjustments</b>	
<b>Sprit addition</b>	
28. Add a sprit to conventional boat with Masthead ISP in place of a symmetrical spinnaker	+9 minus 3 per 10% declared SPL or fraction increase
29. Add sprit to conventional boat with Fractional ISP in place of a symmetrical spinnaker	+6 minus 3 per 10% declared SPL or fraction increase
30. Use of a spinnaker/whisker pole or sprit that exceeds the SPL for the boat/class configuration.	3 per 10% declared SPL or fraction increase
<b>31. Rig related adjustments (Both I and P increased)</b>	
a) 0.5% to 3%	- 3
b) 3.01% to 5%	- 6
c) 5.01% to 7%	- 9
d) 7.01% to 9%	- 12
e) 9.01% to 11%	- 15
f) 11.01% to 13%	- 18

g) 13.01% to 15%	- 21
<b>32. Boom Length Adjustment</b>	
a) 0.5% to 10%	- 3
b) 10.01% to 20%	- 6
<b>33. Reduction in rig measurements</b>	
It is not intended to give credit for minor reductions in sail area. Therefore, a credit will be not assigned unless a significant reduction is made. An example would be that you would have to reduce the boom length (mainsail foot) by at least 5% to get a credit.	
<b>34. Carbon Rig Adjustment</b>	
In cases where the base boat has an aluminum mast, changing to a carbon mast will result in a handicap charge of between 3 and 6 seconds per mile, depending on the relative section of the aluminum mast. The Committee will review any adjustment associated with changing to a carbon boom on a case-by –case basis.	-3 to -6
<b>35. Exotic Standing Rigging Adjustment</b>	
A boat with shrouds and/or headstay made of something other than wire or stainless-steel rod, such as PBO, will normally incur a handicap adjustment unless all boats of that class have such rigging. Backstays are excluded from this adjustment. This will be considered on a case by case basis.	
<b>E. Auxiliary Power Related Adjustments</b>	
<b>36. Inboard engine in an outboard class</b>	+6
<b>37. 2 or 3 bladed fixed props on an exposed shaft</b>	+6
<b>38. 2 bladed fixed props in an aperture</b>	0
<b>39. 3 bladed fixed props in an aperture</b>	+6
<b>40. Removing an outboard in an outboard class</b>	- 6
<b>41. Remove an inboard in an inboard class</b>	-12
<b>42. Replace an outboard with an inboard</b>	+6
<b>43. Replace an inboard with an outboard</b>	-6
<b>F. Other</b>	
<b>44. Recreational Adjustment</b>	
<p>This adjustment only applies to boats with a limited sail inventory as described below:</p> <ul style="list-style-type: none"> <li>• above deck jib roller furling,</li> <li>• no laminate sails/ woven material only (e.g.dacron) sails only, and</li> <li>• no exotic sail materials (such as kevlar, spectra, technora, etc.).</li> </ul> <p>A maximum of:</p> <ul style="list-style-type: none"> <li>○ One nylon spinnaker</li> <li>○ One jib with LP &gt; 110%</li> <li>○ One jib with LP =&lt; 110%</li> <li>○ One mainsail</li> </ul> <p>Working roller furling with sail attached to swivel and above deck drum is required. If the drum is below deck, the credit will be halved. The roller furling headsail is not to be disconnected from the swivel above the drum. Boats that come with built in roller furling are not eligible for this credit. In cases where the intent of this adjustment is not honored, the credit will be denied. The credit may also be reduced on performance boats to 3 seconds per mile. Special racing roller furling sails are not allowed. As a rule of thumb, the foot skirt should not exceed 3 percent of the foot length in depth. If the boat is cutter rigged, the staysail must also be roller furling and be capable of being used upwind.</p> <p>This same credit applies to boats racing without a spinnaker provided they declare and use sails as described above.</p> <p>Since all modifications cannot possibly be anticipated, other changes will be considered on a case by case basis. Obvious attempts to take advantage of perceived loopholes may result in loss of credit.</p>	+ 6

### **3.13 Non-Spinnaker Rating**

PHRF-NS provides both a racing handicap and a non-spinnaker handicap for every boat in its fleet. The intent is to allow a vessel to enter a series or a regatta in a non-spinnaker class if one exists or in a spinnaker class by using the appropriate handicap as supplied by PHRF-NS. A vessel is not permitted to change from Spinnaker to non-spinnaker class or vice versa within a series or regatta. PHRF-NS discourages open regattas where non-spinnaker and spinnaker handicapped boats race within the same class.

A vessel that has no spinnaker declared in its racing inventory may not fly a spinnaker in any race. A boat that has a race handicap that includes a spinnaker as well as a non-spinnaker handicap may declare its intention to the Race Organizing Committee to enter either a spinnaker class or a non-spinnaker class provided that sufficient notice is given to Race Organizing Committee as per the NOR as published by the Race Organizing Committee.

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, Non-Spinnaker Handicaps exclude such sails as spinnakers, mizzen staysails, streakers, bloopers and drifters flown from their own temporary stays. Only one headsail may be flown at a time except for brief periods during headsail changes.