

LAKE LANIER PHRF STANDARD HANDICAP ADJUSTMENTS

Updated September 3, 2019

A. JIB

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.

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

Adjustment is based on the largest jib and is determined by the LP/J ratio stated as a percentage.

LP/J Percent	Adjustment	Code
195.1 and over	-15	10
185.1-195.0	-12	9
175.1-185.0	-9	8
165.1-175.0	-6	7
155.1-165.0	-3	6
145.1-155.0	0	5
135.1-145.0	+3	4
125.1-135.0	+6	3
Up to 125.0	+9	2

NOTE: No headsail may be set to extend aft of the LP line used to establish the handicap.

B. SPINNAKER

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.

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

Adjustment is normally based on the largest spinnaker and determined by the SMG/J ratio stated as a percentage.

Spin Percent	Adjustment	Code
228.1 and over	-12	9
213.1-228.0	-9	8
198.1-213.0	-6	7
183.1-198.0	-3	6
168.1-183.0	0	5

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NOTE: If the spinnaker pole length (SPL) is greater than the J, the Spin % is equal to SMG/J or $1.8 \times SPL/J$, whichever is the greater.

SPINNAKER HOIST

Adjustment is based on the ratio of the new spinnaker hoist position measured from deck sheer line to the standard spinnaker hoist position measured to the deck sheer line stated as a percentage.

Spin Hoist Percent	Adjustment	Code
112.1 and over	-12	9
108.1-112.0	-9	8
104.1-108.0	-6	7
100.1-104.0	-3	6
	0	5

ASYMMETRIC SPINNAKER

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

- When tacked to a standard spinnaker pole (SPL):
 1. The average of the lengths of the luff and the leech do not exceed the luff permitted for a standard spinnaker ($0.95\sqrt{I^2 + JC^2}$).
 2. SMG does not exceed $1.8 \times JC$.
 3. The foot 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 SPL.
 5. If SPL exceeds J, then spinnaker shall be rated on SMG/J , or $1.8 \times SPL/J$, whichever is greater.

- 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 the luff do not exceed $1.15\sqrt{I^2 + TPS^2}$.
 2. Neither SMG nor SF exceed $1.8 \times TPS$

Ratings will be adjusted as follows:

TPS/J%	Adjustment for use of asymmetric only	Adjustment for optional use of both asymmetric from a sprit and symmetric from a pole
Up to 100.0	+9	0
100.1-108.0	+6	0
108.1-116.0	+3	-3
116.1-124.0	0	-6
124.1-132.0	-3	-9
132.1-140.0	-6	-12
140.1-148.0	-9	-15
148.1 and over	TBD by committee	TBD by committee

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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.

NOTE: The above table does not apply to:

- Boat models manufactured with asymmetric sprits, or where a sprit was offered as optional equipment from the manufacturer. Asymmetrical spinnakers are part of the base on sport boats.

- Articulating sprits

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 from a pole and asymmetric spinnakers from a sprit or the deck, flown from the same hoist, are rated at the faster of the ratings were they to choose to fly symmetric or asymmetric spinnaker alone.

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. MAINSAIL

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.

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 (Top 1/8 Girth 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 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.

Boats with mainsail area above standard will be penalized as follows:

Percentage increase in area over standard	Adjustment to rating in seconds/mile
0.1-5.0	0
5.1-10.0	-3
10.1-15.0	-6
15.1-20.0	-9

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NOTE:

Under-sizing of one or more girths will not compensate for oversizing of other girths.

Mainsails with full battens are allowed without penalty if the roach of the mainsail has not been increased from the above limits.

Mainsails with unusual configurations will be subject to measurement by the PHRF Measurer and reassessment of rating.

D. MAST

Adjustment is based on the percentage increase in the "I" dimension (mast height above the deck sheer line). Actual "I" dimension / standard "I" dimension.

Percent increase "I"	Adjustment	Code
113.1-115.0	-21	12
111.1-113.0	-18	11
109.1-111.0	-15	10
107.1-109.0	-12	9
105.1-107.0	-9	8
103.1-105.0	-6	7
100.1-103.0	-3	6
Up to 100.0	0	5

E. BOOM

Adjustment based on percentage increase in "E" dimension (foot length of the mainsail measured from the mast to the clew in its most outboard position). Actual "E" dimension / standard "E" dimension.

Percent increase "E"	Adjustment	Code
Over 120.1	-9	8
110.1-120.0	-6	7
100.1-110.0	-3	6
Up to 100.0	0	5

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F. PROPULSION

Adjustment is based on type of propeller and its installation.

Prop. Installation	Adjustment	Code
Folding/feathering	0	5
Solid 2 blade in an aperture	0	5
Outboard retracted when racing	0	5
Outboard not retracted	+3	4
Solid 2-blade out of an aperture	+6	3
Solid 3-blade in an aperture	+6	3
Solid 3-blade out of an aperture	+12	2

G. MISCELLANEOUS

Draft: -3 sec/mile for 5% or fraction thereof increase in draft from the standard.

Hull and ballast changes: Interior removal and any other variation to a standard boat is assumed to be done to make the boat go faster and adjustments will be made on a case by case basis.