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- Assumed to be in as-built configuration which includes:
  - 155% genoa (unless only a non-overlapping sail can be carried)
  - Spinnaker/whisker pole length equal to J
  - Spinnaker width (mid-girth) equal to 1.8 x J
  - Spinnaker hoist height equal to .95 x square root of (I squared + J squared)
  - Propeller- one of the following:
    Exposed shaft: either a folding or feathering prop
    In aperture: two bladed solid prop
    Outboard motor sufficient to drive the boat at the square root of the waterline length in knots
  - IMS sail definitions apply, particularly with respect to mainsail girths for other than One Design boats.
  - Sprit boats will be handicapped in the configuration shown on the application.
- If the boat differs from the base boat, the following adjustments apply:

• Exposed shaft	
○ Two blade solid prop	+6
○ Three blade solid prop	+9
• In aperture	
○ Three blade solid prop	+3
○ Two blade feathering prop	-3
○ Three blade feathering prop	0
• Outboard fixed in a well with two blade solid prop	+6
• Inboard with exposed shaft in place of outboard	+3 to +9

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155.1 - 160%	-3
160.1 – 170%	-6
Over 170%	-9
Largest Lp 135% or less (for cruising canvas only)	+3
• Self-tending jib	+3

• Pole length and/or spinnaker width (mid-girth) is greater than the base configuration (2" tolerance)	-3 per 10% increase or fraction
• Spinnaker halyard height (ISP) greater than I measurement	-3 per 8% increase or fraction

- Increase
  - 0.5 - 3% -3
  - 3.01 – 5% -6
  - 5.01 – 7% -9
  - 7.01 – 9% -12
  - 9.01 – 11% -15
  - 11.01 – 13% -18
  - 13.01 – 15% -21

- Increase
  - 0.5 – 10% -3
  - 10.01 - 20% -6

- It is intended not to give credit for minor reductions in sail area. Therefore credit will not be given 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.

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- 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. Usually there is no charge for changing to a carbon boom.

- 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.

- With no battens or positive roach +6 spm
- With battens and/or positive roach +3

- Adjustment will be made on a case by case basis. It is assumed that the modification was made to improve speed

- If tables, doors, stoves removed Depends on what is removed

- Any excess of MGU, MGM, MGT and HB (IMS definitions measured perpendicular to luff) Depends on excess
- Sport boats are handicapped with their One Design girths

+6 spm

- Requirements
    - Limited sail inventory
    - Above or below deck jib roller furling with sail attached to a swivel
    - Polyester, pentex or mylar only in working sails
    - No exotic sail materials such as Kevlar, spectra, technora, carbon
    - Maximum of:
        - One nylon spinnaker
        - One jib with Lp > 110%
        - One jib with Lp =< 110%
    - Heavy weather jibs and storm sails are allowed.
    - Staysails are allowed if the boat has a true cutter rig and the staysail is used upwind.
    - Staysails are allowed if they are only used as part of the heavy weather/storm sail configuration.
- 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 spm.
- Special roller furling sails are not allowed
- As a rule of thumb, the foot skirt should not exceed 3% 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
- J Boats with sprits are not eligible for the recreational handicap as the standard configuration has already been considered when establishing the base handicap

- No free flying sails (includes no mizzen staysails of any kind) — Adjust from
- Rig type — Racing Handicap
    - Normal masthead rig — +12 spm
    - Normal fractional rig — +6
    - 15/16s rig, (I>P, not MH) — +9
    - 15/16s rig, (I>P, not MH but spin is MH) — +12
    - Fractional rig, ISP > 1.01 times IM — +9
    - SPL > J but whisker pole = J — +3
    - Lp 135% or less, but not if small jib is standard — +3 from Cruising

- If boat has a centerline asymmetrical spinnaker credit, this credit will not be taken into account when determining the cruising handicap.
- A staysail is allowed on a normal cutter rig. The cutter rig staysail be used upwind.
- As only one headsail at a time may be flown by a sloop, a staysail shall not be flown by a sloop.

Asym spinnaker configuration: Adjustment (SPM)

- Part of the standard boat 0
- Asymmetrical + symmetrical spinnakers both tacked to the pole -3
- Asymmetrical tacked to the bow & symmetrical tacked to the pole 0
- Asymmetrical tacked on centerline and no symmetrical:

	Asym tacked to			
	Bow	10% Sprit	20% Sprit	30% Sprit
Adjust. (SPM)	+9	+6	+3	0

  - Sprit measurement is relative to the J measurement
  - Sprit = sprit length= distance between the forestay at the deck and the spinnaker tack
  - A physical sprit may or may not be present
- Max. spinnaker width:
  - Measured at the mid-girth, the maximum is 1.8 x J + sprit (JC).
  - If wider than the maximum, there will be an additional charge
  - No credit for an undersized spinnaker width (mid-girth)
- Minimum spinnaker width, measured at the mid-girth (mid-point of leech to mid-point of luff), is .75 x max width.
- Boats that have an asym spinnaker as standard will be handicapped in the class configuration.
  - Variations from the class standard will have a handicap adjustment.
  - In general, credits are intended to assist true cruising boats.
- Race boats may not get the full 9 spm credit for asym spinnakers tacked to the bow.
- In many dayboats the base configuration assumes an asym spinnaker tacked to the bow. These boats will not get additional credit.

Code 0

- Close reaching/Code 0 spinnakers are designed to fill a hollow in the polar diagram. Since there is no common definition of what a Code 0 spinnaker is, PHRFNE has adopted the term “close reaching spinnaker” for these. These sails are characterized as being made of a laminate or aramid material and have a substantial luff rope for the large luff tensions that these sails require.
- Code 0/close reaching spinnakers are evaluated just like any other spinnaker.
- Code 0/close reaching spinnakers no longer incur a penalty charge.

Click _____ to see a list of modified boats.

- Some fleets, if enough “sport boats” are available, may want to establish a separate class as these boats are difficult to handicap with more conventional boats. Defining just what is a sport boat is a problem. Sport boats usually have the following characteristics, among others:
    - Displacement-Length ratio less than 100
    - Upwind Sail Area-Displacement ratio greater than 30
    - Downwind Sail Area-Displacement ratio greater than 75
    - Sprit length greater than 50% of J
- The above four criteria are guidelines. There can be exceptions, one way or the other, from these criteria. The bottom line is that if it looks like a duck and quacks like a duck, it might be a duck.
- Sport boats do not follow many of the guidelines used to handicap boats. Sport boats are handicapped in their "as presented" configuration, whatever it is. This includes spinnaker and jib sizes as well as mainsail girths. The base handicaps will be with the class spinnaker, with the exception of the J105 and the J130 where the "jumbo" spinnaker is considered the base spinnaker. Note that this is not the J105 One Design handicap. If a change is made in this configuration, it must be reported to the local fleet handicapper.