

SECTION 15. DRYA PHRF RULES AND REGULATIONS

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15.1. FUNDAMENTAL BASIS OF PHRF

PHRF ratings are boat speed handicaps. They are intended to reflect the speed potential of a boat and not to measure the crew's performance. Speed potential is defined as the maximum speed which can be attained by a well equipped, well conditioned boat with a clean bottom, good sails and well sailed by a good skipper and a good crew. Boat Owner's Responsibilities are defined in section 15.19.

15.2. HANDICAPPING OBJECTIVE

It is the intention of the DRYA to provide fair handicaps with minimum expense and inconvenience to boat owners and to make the handicapping process understandable to them. To obtain a handicap, owners must submit a completely filled out DRYA PHRF Handicapping Form approved for correctness by the owner and one of the following: measurer, sailmaker or boat dealer. The form is available on the DRYA web site at: www.DRYA.org or from the DRYA office. The owner will verify the DRYA data accuracy annually as a part of the annual DRYA membership and rating renewal process. It is the owners responsibility during the racing season to inform the DRYA office in writing, including faxes and email at: TheDRYA@drya.org, prior to 4 PM on the Wednesday before the race, of changes to the yacht configuration, including new sails on board, that have not been registered with a sail measurement certificate. The DRYA office will electronically send an updated DRYA Rating Certificate to the owner by Friday. Fax, US Mail or pickup may be requested. Competing in a race with a yacht in a configuration in variance with the DRYA rating certificate is subject to protest by any competitor or the DRYA Handicap Review Board. Racing a yacht in variance with the DRYA Rating Certificate is racing a yacht that is unrated, by the DRYA. The DRYA reserves the right not to handicap a yacht, if the owner has provided insufficient data. It is hoped that each owner with an email address will share it with the DRYA office so electronic communication can be used to simplify and speed-up the yacht handicapping information process.

15.3. DRYA ADMINISTRATION OF HANDICAPPING

Article III section 3.2(b) of the DRYA Bylaws places the management of the Racing Fleet under the **jurisdiction of the Vice Commodore** and thus places the responsibility of seeing that the handicapping process is properly and timely accomplished according to the procedures, rules and regulations set forth in the Bylaws and this Handbook. The Vice Commodore is an ex-officio member of all PHRF committees.

Article V of the DRYA Bylaws defines the makeup and function of the Handicap Review Board, and duties, qualifications, selection and term limitations of handicappers. It also sets a timetable for certain functions to be accomplished.

ALL PERSONS WITH A ROLE IN THE HANDICAPPING PROCESS MUST BE KNOWLEDGEABLE OF THESE SECTIONS OF THE BYLAWS AND THE PHRF RULES AND REGULATIONS IN SECTION 15 OF THE DRYA HANDBOOK.

IN PARTICULAR, THEY MUST UNDERSTAND AND SUBSCRIBE TO THE FUNDAMENTAL BASIS OF PHRF HANDICAPS AND ADHERE TO THESE PRINCIPLES IN THEIR ROLES AS HANDICAPPERS OR REVIEWER.

Article V of the DRYA Bylaws is reprinted here to consolidate it with the PHRF Rules and Regulations. It is printed in ITALICS to distinguish it from the rest of the handbook as bylaws can be changed only as prescribed in the Bylaws

ARTICLE V - RATINGS, HANDICAPPING & HANDICAP REVIEW BOARDS

SECTION 5.1. PHRF HANDICAP REVIEW BOARD

The PHRF Handicap Review Board shall periodically review all PHRF handicaps and subject to any appeal procedure shall be the final regional authority for resolving all questions relating to PHRF handicaps. It shall review and approve all handicapping procedures and guidelines developed by the Chief Handicapper-Administration. It shall confirm or recommend changes in PHRF class splits to the Executive Committee by May 1 of each Year.

(a) *The members of the PHRF Handicap Review Board shall be as follows:*

<i>Chief Handicapper-Administration</i>	<i>One Vote</i>
<i>Assistant Chief Handicapper-Admin.</i>	<i>One Vote</i>
<i>Chief Handicapper-Ratings</i>	<i>One Vote</i>
<i>Assistant Chief Handicapper-Ratings</i>	<i>One Vote</i>
<i>Secretary of HRB</i>	<i>One Vote</i>
<i>Handicappers</i>	
<i>Captain of each rating group</i>	<i>One Vote</i>
<i>Fleet Representatives (3)</i>	<i>Non Voting</i>
<i>Vice Commodore</i>	<i>Non Voting, except to break a tie</i>

(b) *No member of the Handicap Review Board shall vote on the handicap for any boat in their rating group or a class in which that member participates in races on the approved schedule of regattas for the Association's season. Two-thirds of the members eligible to vote shall constitute a quorum of the Handicap Review Board on any matter put to a vote, and the affirmative vote of a majority of those eligible to vote on a matter shall be required for approval of the matter. Voting on handicaps shall be done in executive session with only the voting members of the Handicap Review Board and the Vice Commodore and Fleet Representatives present.*

SECTION 5.2. DUTIES OF CHIEF HANDICAPPER-ADMINISTRATION.

The Chief Handicapper-Administration shall preside at all meetings of the Handicap Review Board. In addition, the Chief Handicapper-Administration shall:

- (a)** *Divide the racing fleet into no more than five or no less than four groups for purposes of handicapping. These groups shall be approved by the Handicap Review Board.*
- (b)** *Choose the group Handicappers.*
- (c)** *Chair the Committee appointed to select the nominees for Fleet Representatives*
- (d)** *Appoint a secretary for the Handicap Review Board*
- (e)** *Submit, by December 1 of each year, a list of all appointees for approval of the Executive Committee*
- (f)** *Publish, by January 15 of each year, a schedule for the year of general meetings of handicappers, meetings of the Handicap Review Board and the deadlines for handicapping protests.*
- (g)** *Provide the Secretary of the D.R.Y.A. with a list of all valid (i.e. approved) PHRF handicaps by May 1 of each year and with all changes to the list during the season, and the Chief Handicapper shall be responsible for distribution of the list and such changes to the United States Sailing Association ("USSA"), yacht racing associations, the affected sailors and other organizations and individuals as appropriate.*
- (h)** *Assign temporary handicaps as required.*
- (i)** *Call special meetings of the Handicappers to assign handicaps for the Bayview Yacht Club Mackinac Race upon request of the Bayview Mackinac Race Committee and work with the Bayview Mackinac Race Committee to assure that all PHRF handicaps are correct.*

(j) *Lead the Handicapping Review Board in developing DRYA handicapping procedures and guidelines to be in effect for the following year (which shall be approved by the DRYA Executive Committee) publish and disseminate same by November 1 of each year (dissemination to DRYA members shall be by mail) and be responsible for the prompt and fair enforcement of the handicapping and review process.*

(k) *Call special meetings as needed of the Handicappers to assign handicaps for the new boats joining DRYA during the season.*

(l) *Participate in the Association's budgeting process by forecasting revenues and expenditures related to the activities for which the Chief Handicapper is responsible and operate within the approved budget.*

SECTION 5.3. DUTIES OF ASSISTANT CHIEF HANDICAPPER-ADMINISTRATION.

The Assistant Chief Handicapper-Administration shall assist the Chief Handicapper-Administration in the performance of the Chief Handicapper-Administration's duties, preside at any meeting of the Handicap Review Board in the absence of the Chief Handicapper-Administration and, in the absence of the appointed secretary, serve as the recording secretary of the Handicap Review Board, keeping accurate and current records of all of its proceedings and decisions.

SECTION 5.4. DUTIES OF CHIEF HANDICAPPER - RATINGS

The Chief Handicapper-Ratings shall assist the Chief Handicapper-Administration in the performance of the Chief Handicapper-Administration's duties and be responsible for maintaining the DRYA Rating/Data Files necessary for the handicapping process.

SECTION 5.5. DUTIES OF ASSISTANT CHIEF HANDICAPPER - RATINGS

The Assistant Chief Handicapper-Ratings shall assist the Chief Handicapper-Ratings in the performance of the Chief Handicapper-Ratings's duties.

SECTION 5.6. DUTIES OF HANDICAPPERS

Each Handicapper shall be the principal contact for the sailors in the handicap group, for which the handicapper is responsible, in all matters related to handicapping and ratings. Each group Handicapper shall be responsible for gathering, analyzing and interpreting race results and other data required in the handicapping and review process. They shall make documented handicap recommendations to the Handicap Review Board supported by all pertinent data. The Handicappers of each group shall select one of their number, and an alternate, to lead their group and to represent the group on the Handicap Review Board. Each experienced Handicapper shall assist in training new handicappers.

SECTION 5.7. QUALIFICATIONS OF HANDICAPPERS.

(a) *The person chosen as a Chief Handicapper should have served for at least three years as Assistant Chief Handicapper and/or as a Handicapper before he or she is first chosen as a Chief Handicapper and shall have the handicapping experience, organizational skills and temperament necessary to carry out the duties of a Chief Handicapper efficiently and harmoniously. The person chosen as Assistant Chief Handicapper shall be similarly qualified and be chosen as the potential successor to the Chief Handicapper.*

(b) *Qualifications for a handicapper are: experience, active interest in handicap racing, knowledgeable in boat performance and design, judicial temperament, and demonstrated leadership in yacht racing. At the time they are chosen each Handicapper shall be an active racing participant in the rating group for which he or she will be responsible.*

SECTION 5.8. SELECTION OF HANDICAPPERS.

The Chief Handicapper, the Assistant Chief Handicapper for Administration or Ratings and the Handicappers shall be chosen as provided in this Section.

(a) *The Chief Handicappers and Assistant Chief Handicappers shall be elected by secret ballot by the Executive Committee and chosen from six or more candidates submitted by the Vice Commodore. The selection and approval of the Chief Handicappers and the Assistant Chief Handicappers for the season shall be completed before November 1. A person may serve any number of consecutive one-year terms as Chief Handicapper or Assistant Chief Handicapper.*

(b) *The Chief Handicapper-Administration shall choose not less than three nor more than five Handicappers for each PHRF rating group. No person may serve more than four consecutive one-year terms as a Group Handicapper and may not be reappointed for at least two years. When possible, the terms of all group handicappers should be staggered.*

SECTION 5.9. OTHER HANDICAPPING AND RATING SYSTEMS.

Without amending these Bylaws, the Executive Committee may establish such other handicap or rating review boards as it deems necessary to administer other handicapping or rating systems and may disband such boards when they no longer are necessary. The selection of the members of any board so established, and the authority and duties of the board and its members, shall correspond as nearly as practicable to those prescribed in the preceding sections of this Article.

SECTION 5.10. BOAT, CREW AND OTHER LIMITATIONS.

All questions relating to hull, rigging, sail, crew and other limitations or restrictions shall be referred to and decided by the Fleet Representatives acting as a special committee for that purpose. The Fleet Representatives shall keep an accurate written record of all decisions on such matters and shall provide the Secretary with a copy of each such decision. The Secretary shall be responsible for the distribution of such decisions to all affected sailors, other individuals and organizations.

US Sailing provides standard design data used for handicapping purposes and disseminates PHRF handicap data from around the country. However handicaps are assigned and administered locally by organizations such as the DRYA and handicaps for identical boats may vary from one area to another. The Race committee determines which handicaps are used.

U S Sailing also provides a mechanism for the protest of handicaps that cannot be resolved at the local level.

15.5. SCOPE OF HANDICAPPING ACTIVITY

Upon request, the DRYA provides handicaps for all member yachts based section on 15.2. In addition the DRYA provides a handicapping service for any other yachts requesting a rating, providing a completely filled out DRYA PHRF Handicapping Form is submitted with the two signatures (the owner and one of the following: measurer, sailmaker or boat dealer), and the prescribed fee is paid.

After 2001, all yachts requesting a DRYA PHRF handicap must be designed to meet the US Sailing ORC Special Regulations, Sections 1 through 6, for Category 4 races. Upon request and payment of the then current handicapping fee; the HRB may, but is not required to, provide recommended PHRF ratings for boats that do not meet these qualifications.

For all local handicapping purposes, please refer to the following DRYA PHRF Rules.

***NOTE:** The IMS Rules, the Equipment Rules of Sailing (ERS) and the 2006 IRC Rules are intended for reference only. The latter three are available via the ISAF web site at: www.sailing.org.*

15.6. BASE HANDICAPS

A base handicap in seconds per nautical mile is assigned to each type or class of sailboat for which there is complete owner provided data. This is done after careful consideration and analysis of hull parameters, rig and sail dimensions, USPHRF data, race experience, race results, on-the-water observations, DRYA RPP or VPP, IMS and/or IRC certificates, if available, along with other relevant data.

A base handicap assumes:

- a. Standard hull and interior, keel, rudder, and rig as originally designed and built.
- b. Genoa overlaps of 155% or less.
- c. Spinnaker pole length (SPL) or spinnaker Tack Length (STL), no greater than J
- d. Spinnaker max width (SMW) no greater than 180% of SPL
- e. A folding prop, a feathering prop, a retracted outboard or a two bladed prop in an aperture.

There are no credits for undersize sails or added interior accommodations. Credits for certain features are specifically defined in section 15.12.11-14. Penalties are applied according to section 15.12.

Identical boats will have the same base handicap; i.e. all Cal 25s would have the same base handicap. This is not adjusted for skipper and crew effect on performance.

The handicap number relates directly to the boat's speed potential in seconds per nautical mile. The difference between the ratings of two boats, multiplied by the racecourse length, is the handicap or time, in seconds, that one boat receives (or gives) to the other boat. The slower the boat, the higher the rating number. Handicaps are determined in three-second increments.

Base handicaps are based on the boats speed potential in 8-10 knot winds on courses with 1/3 each: windward, reaching and running down wind situations. The HRB MAY use other data as provided for in Section 15.15

15.7. TEMPORARY BASE HANDICAPS

A custom one-off design or a class boat with insufficient data may be assigned a temporary base handicap to allow it to race and accumulate performance data. These conditional handicaps are clearly denoted on the DRYA PHRF Certificates and the "Valid List" with a "T" notation. Such conditional handicaps are subject to immediate adjustment (see rating reviews section 15.16).

15.8. RESTRICTED AND ONE DESIGN HANDICAPS

Boats, which do not meet minimum equipment or accommodation standards for DRYA, recognized events but need handicaps (other than PHRF) for club races may be issued a restricted (**R**) handicap. Boats, which normally race in a "one design " configuration, which does not fit the standard schedule of penalties, may be given a One Design (OD) handicap. If such a boat chooses not to race in its one design configuration then it shall have all standard penalties and stipulations apply. Classes given a One-Design handicap must have their class rules on file with the DRYA and are posted on the DRYA website (www.DRYA.org).

15.9. RACING HANDICAPS

A boat's handicap is adjusted if the boat is different from that used to determine the base handicap (i.e. larger sails, oversize poles and spars etc.). These adjustments and penalties are applied to the base handicap to arrive at the racing handicap (HCP). A special "**S**" handicap may be given for a unique; owner specified configuration, for a racing yacht. These special "**S**" handicaps are clearly noted on both the DRYA PHRF Certificates and the "Valid List". Please refer to sections 15.12 & 13 for adjustments and penalties.

15.10. MEASUREMENTS, VERIFICATION AND CHANGES

The **OWNER HAS THE RESPONSIBILITY OF PROVIDING** all measurements on the DRYA measurement form before a yacht can be rated. Measurements are required to allow the handicappers to determine deviations from base boat dimensions.

The **OWNER HAS THE RESPONSIBILITY OF NOTIFYING** the Chief Handicapper-Ratings at the DRYA office of any new sails, changes to the hull, appendages, rig, sail dimensions, or weight along with appropriate verification. The owner must provide the DRYA office with sail certificates for all new sails before these sails can be on the yacht during a race. Before and after plans or photographs are **REQUIRED** for hull and appendage changes. In addition verification of such things as modifications of keels, rudders or interiors or aggregate weight changes in excess of + or - 50 lb. is required.

A YACHT WILL BE ASSESSED A 10 SECOND PENALTY AFTER NEW SAILS ARE ADDED OR CHANGES ARE MADE, AND MUST NOT BE RACED WITHOUT THIS PENALTY, UNTIL A NEW MEASUREMENT CERTIFICATE IS OBTAINED AND THE PROPER HANDICAP VERIFIED.

This gives all competitors the assurance that all appropriate penalties are assessed. (New sails of equal or smaller dimensions are exempt from provisions of this paragraph if a sailmaker's certificate or measurer's certificate is filed with the DRYA Handicapping Office by 4 PM on the Wednesday before the new sails are used in the race.

It is assumed that any changes are made to increase the performance of the yacht and will probably result in a less advantageous handicap. It is suggested that changes be reviewed with the Chief Handicapper-Ratings before they are made.

Upon request, owners must provide access to boats for inspection. Failure to comply will result in a ten-second penalty.

Experience has shown that boats, which were thought to be identical, were really quite different. Builders sometimes offer stripped and full interiors and modify spars according to availability of material. In event that dimensional data for supposedly identical boats proves different, the smaller dimensions shall be considered as the base boat dimensions for the purpose of determining penalties.

The following are acceptable for verification of hull parameters and rig dimensions:

- ◆ *IOR, MORC, IMS, AMERICAP, IRC* or PHRF certificates, if owner certifies in writing that boat has not been changed since date of certificate
- ◆ Measurement by a DRYA approved measurer (see Directory for list of measurers)
- ◆ A certified sailmaker's certificate is acceptable for sail and rig measurements. Required measurements that must be included for sails, are defined in section 15.11:
- ◆ Rig measurements are I, J, P and E. If two locations are used, both must be measured.

The SPL and or maximum extension of the movable bowsprit (TPS) are required if the yacht is raced with either of these configurations. A boat that does not use any pole or bowsprit but carries spinnakers or uses a whisker pole, to sheet out a genoa, must report its STL. Without spinnaker measurements, the yacht rating will be noted

JAM. Spinnakers require SL, SF, SMW and SMG measurements. Asymmetrical spinnakers also require SLE measurement.

Hull data to be provided and explained by the owner if different from the US Sailing data include LOA (Length Overall), WL (Waterline Length), Beam, and Displacement in sailing trim, and Draft. This hull data could be provided from IMS certificates or designer/builder documentation if the information is not in the current US Sailing information. Occasionally a yacht is actually weighed and of course this would be acceptable information.

Credits will be **automatically removed annually** so the owner must reapply in writing for the credits that apply to his yacht annually when the yacht is registered.

15.11. DEFINITIONS FOR PHRF MEASUREMENTS

<p>General PHRF information: Unless defined herein or the context indicates otherwise, terms used in Section 15.11 should be construed consistent with the ERS, <i>except "Luff" and dimenseions calculated by reference to Luff, shall have the same meaning as those terms that are used under IRC.</i></p>
<p>General Sail Information: P, E, PY, EY, I, ISP, J, JC, SPL, TSP, SL, SLU, SLE, ASF, AMW, AMG, SF, SMW, SMG, LPG, LL, Genoa Mid girth, Jib roach, HB, MGT, MGU, MGM, MGL are all defined and measured in accordance with the IMS Rule.</p> <p>All sails will be measured in accordance with ISAF sail measurement instructions.</p> <p><u>Any sail that falls into a penalty size under the IMS or IRC Rule must be specifically declared to both the Chief Handicappers, Ratings and Administration. Standard DRYA sail penalties will be applied to these sails subject to an owner's request to be rated in an "S" configuration. All "S" configuration ratings must be approved by the HRB.</u></p> <p>With the exception of headsail mid-girths, IMS and IRC measure sails the same way, except they call the measurement by a different name.</p> <p>Measured in accordance with the IMS rule, all headsails with a mid-girth greater that 50% of the foot length will be reviewed for possible penalty assessment. Measured in accordance with the IRC Rule, all headsails with a mid-girth greater than 50% of the LP will be reviewed for possible penalty assessment.</p> <p>All symmetrical and asymmetrical spinnakers must have a SMG of 75% or greater than the SF. Any "spinnaker" with a mid-girth less than 75% of SF will be rated as a headsail.</p>

ASMG	Asymmetrical Spinnaker mid Girth -- The girth or width of the sail measured at the midpoint of a line between the head and the midpoint of the foot and measured at right angles to this line.
ASYM. SPINNAKER	<p>A sail with the following characteristics:</p> <ul style="list-style-type: none"> • Area no greater than a spinnaker • Luff and leech of unequal lengths where SL /SLE is greater or equal to 1.1 • $(SL + SLE)/2$ is no greater than .95 $\sqrt{(\text{Design IS})^2 + (\text{Design J or design SPL or design TPS})^2}$ <p>using the larger of the design for the J or the SPL, STL or the TPS.</p> <ul style="list-style-type: none"> • ASMW is between 1.7 and 1.8 times the greater of design J or design SPL or design TPS. • ASMG is greater than or equal to .75 SF • SPL or TPS length is the larger of a fully extended retractable sprit or SPL including any fittings used when the spinnaker is set.
ISP	Same as the I except that the ISP is the hoist for the spinnaker, either the symmetrical or asymmetrical.
JLL	Jib luff length measured in a straight line from jib tack to jib head along the jib luff.
JIB SAIL AREA	Will be calculated as the product of LP and JLL divided by 2. $\text{Area}=(LP \times JLL)/2$
L	Luff Distance is measured from the jib tack on the deck to the highest point the jib halyard shackle will go, along the line of the forestay.
LP	Distance from the clew of the jib to the luff line of the jib (or forward edge of the luff groove device), in a direction perpendicular to the luff line. If in doubt about the clew location, project

	the leech and foot to the point of intersection.
P	Height of mainsail luff measured between the black bands or white bands on a dark mast.
SF	Foot length of spinnaker or asymmetrical spinnaker measured in a straight line from tack to clew or clew to clew.
SL	Spinnaker or asymmetrical spinnaker luff length measured around edges of sail.
SLE	Asymmetrical spinnaker leech length measured along leech of sail.
SMW	Spinnaker maximum width measured between points on the luffs that are an equal distance from the head.
SPINNAKER	A sail which is symmetrical about a line from the head to the center of the foot and which has a luff and leech of equal length and a mid girth greater than 75% of the foot length. (IOR definition).
SPL	Spinnaker pole length -- (IOR definition). "It shall be the length of the spinnaker pole, when in its fitting on the mast and set in a horizontal position athwartships, measured from the centerline of the yacht to the extreme outboard end of the pole, including any fittings used when the spinnaker is set."
STL	Is the length of the longest Spinnaker Pole, Whisker Pole or Bowsprit measured on or near the center line of the boat from the forward face of the mast tube to the extremity of the Spinnaker Pole, Whisker Pole or Bowsprit, or the horizontal length from the forward face of the mast tube at deck level to the Spinnaker Tack Point on deck projected vertically as necessary, whichever is the greatest. (IRC definition).
TPS	Tack Point Spinnaker is the length of the fully retractable sprit when it's fully extended from it's end including fittings to the mast.
S	For Special Handicap rating, please see Section 15.9 above
T	For Temporary Handicap rating, please see Section 15.7 above.

15.12. PHRF PENALTIES AND ADJUSTMENTS

1. <u>Genoa Oversize (LP /J)</u>	
Up to and including 155 %	0 sec
Over 155% to and including 170 %	-3 sec
Each additional 15% increment	-3 sec
For Genoa penalties - "Design J" is to be used when "measured J" is within (+ or -) 2% of "Design J"; otherwise "measured J" is to be used.	
2. <u>Mast or Main Hoist Oversize (Oversize I or P)</u>	
A. Oversize I or I&P- larger of (I/design I) or ((I+P)/(design I + design P))	
Over 101% to and including 103.5%	-3 sec
Over 103.5% to and including 106%	-6 sec
Over 106% to and including 108.5%	-9 sec
Over 108.5% to and including 111%	-12 sec
Each additional 2.5% increment is an additional	-3 sec.
B. Oversize P (P/ design P)	
Over 101% to and including 105%	-3 sec
Over 105% to and including 110%	-6 sec
Each additional 5% increment is an additional	-3 sec.
C. Oversize IS (IS/ design IS)	
Over 101% to and including 106%	-3 sec
Over 106% to and including 110%	-6 sec
Over 110% to and including 115%	-9 sec
Over 115% to and including 120%	-12 sec
Over 120% to and including 125%	-15 sec
Each additional 1.5% increment is an additional	-3 sec.
3. <u>Mainsail Oversize E (E/ Design E)</u>	
Over 102% to and including 110%	-3 sec
Over 110% to and including 120%	-6 sec
Excessive Girth: The boat owner must request approval, from the HRB, along with the appropriate sail	

measurements. Any potential penalty will be determined by the HRB on a case-by-case basis. Refer to 15.13 limits.

4. Fore Triangle J, SPL, STL, TPS or Sprit

A. J/design J

Over 102%	to and including	105%	-3 sec
Over 105%	to and including	110%	-6 sec
Over 110%	to and including	115%	-9 sec
Each additional 5% increment is and additional			-3 sec.

B. SPL/design SPL

Over 101%	to and including	105%	-3 sec
Over 105%	to and including	110%	-6 sec
Over 110%	to and including	115%	-9 sec
Each additional 5% increment is and additional			-3 sec.

C. Sprit Pole/design Sprit Pole

Over 101%	to and including	105%	-3 sec
Over 105%	to and including	110%	-6 sec
Over 110%	to and including	115%	-9 sec
Each additional 5% increment is and additional			-3 sec.

5. Spinnaker Luff, or Asymmetrical (SL + SLE)/2 is no greater than

$0.95 \sqrt{(\text{design IS})^2 + (\text{Design J or design SPL or design TSP})^2}$ when the maximum design values are used.

(US Sailing standard design data now includes all of these items; consequentially they can all be based on US Sailing design data. Sprit (TPS) will be added to the J & SPL group. The oldest available IMS/IOR measurements will be used for design when there is no US Sailing data available.)

6. Spinnaker Width, Largest Asymmetrical Spinnaker ASMW

(SMW/(1.8 x design J)) or (ASMW)/(design J or design SPL or design TSP x 1.8)

Spinnaker penalties for SMW and SPL are not additive. The larger of the two determines the penalty.

Asymmetrical spinnaker penalties for ASWM and SPL / TPS are not additive. The larger of the two determines the penalty.

Over 101% to and including	105%	-3 sec
Each additional 5% increment		-3 sec

ASMW must be 170% - 180% of the largest of design J, design SPL, design STL or design TSP. A penalty for each 5% or fraction thereof outside of this range will be assessed.

SMG must be greater than or equal to 75% of SF or the spinnaker is not a legal sail.

7. Hull, Rig and Appendage Modifications

Any modifications to hull, rig, standing rigging configuration, keels, or rudder shall be subject to penalty in an amount determined appropriate by the Handicap Review Board. Although it is presumed that any change is intended to enhance the boat's performance, the Board may elect not to assess a penalty under this provision if it determines that the modification will have either no effect, a de minimus effect, or a negative effect upon performance. Normal fairing of the hull or profiling of the appendages to design templates is not a modification.

8. Movement of Weight

Addition, removal or relocation of ballast in excess of 50 pounds affecting the trim of the yacht, may subject the yacht to additional penalties as determined by the Board.

9. Other Considerations

A boat with a retractable outboard motor typically is considered to be six seconds faster than an otherwise

identical boat with an inboard engine. Determination of the difference for rating purposes of a specific boat is within the discretion of the Handicap Review Board.

A boat with a full depth keel typically is considered to be up to six seconds faster than a shallow draft keel or a centerboard. Determination of the difference for rating purposes of a specific boat is within the discretion of the Handicap Review Board.

10. Measurements

Boats without a valid measurement certificate will be assigned a temporary 10-second penalty pending receipt of the measurement certificate and review of the data contained therein by the Board. The penalty will be removed when a new certificate is issued once the Board has considered the data. Any boat assigned a penalty under this provision shall race in the class they would normally race in without the penalty, but be scored based on the rating with the penalty applied.

All measurements are to be to normal measurement tolerances. The source for design data is the current US Sailing Design Data File.

One design yachts are also required to provide complete measurement information because they can sail in any PHRF race with their DRYA PHRF rating.

11. Credits for Fixed Blade Propellers

Upon written request of an owner and certification that his boat is equipped with a fixed bladed propeller that conforms to dimensions established by the manufacturer for that boat, the Handicap Review Board may assign a rating credit up to the following limits:

- ◆ Two blade: + 12 seconds per mile
- ◆ Three blade: + 24 seconds per mile

Boats with fixed blade propellers in an aperture and boats whose existing base ratings were established with consideration already given to a fixed blade propeller will be reviewed on an individual boat basis, but will not normally be granted a credit.

12. (a) Credit for Roller Furling Genoas (RFG Credit)

Eligibility:

To be eligible to apply for a credit, the owner must agree that the boat will carry on board only two (2) headsails with a LP greater than 110%.

How to apply for Credit:

Upon written request of an owner and certification that the boat meets all of the requirements of this section, the DRYA Handicap Review Board MAY assign a rating credit to a boat. Prior to applying the furling credit, the owner must sign an affidavit stating that he/she has read, understands and will abide by the restrictions associated with the credit. Please use the DRYA Annual Application for Rating Credit Form, at the time of initial application or renewal of application, annually.

Information that must be supplied at the time of request for a furling credit:

- Sail certificates of old and new sails with luff length and areas.
- Make and type of Roller Furler.
- Height of new tack point above the old tack point.
- Measurements L-luff and JLL. See 15.11

Note: This credit will not be automatically applied to the race rating. It will be voted on by the HRB on a boat-by-boat basis. When this is not practical, the chief handicapper-administration will have the authority to approve or disallow this credit.

Qualifications:

The basis for the determination of the credit will be based on a decrease in the luff length and sail area from the old/previous sail to the new/recut sail as shown in the table below.

In addition, the roller furling system must be capable of withstanding all loads from the sail being fully rolled out down to any partially rolled in position, i.e. from a 100% genoa then rolled down to a storm jib area.

Boats that use a furling unit model that is recommended by the manufacturer may receive a +6 credit. Boats that use a furling unit model that is smaller than that recommended by the manufacturer may receive a +3 credit.

<u>% Reduced Luff Length and Sail area</u>	<u>% Reduction</u>	<u>RFG Credit in seconds/nmile</u>
100 – 97.3%	0 – 2.7%	0
97.29 – 95.5%	2.71 – 4.5%	3
95.49 and lower	4.51% and above	6

Both reductions in sail area and luff length must be within the range to qualify.

Usage:

The owner must assure the use a working, standard unmodified roller furling headsail unit. All headsails must be cut so as to be capable of being completely rolled on the foil of the furling unit. All headsails must be set on the furling unit. The head and tack must be attached to the head swivel and drum. In addition, the luff tape must be inserted in the foil. Headsails must be furled on the roller-furling unit when they are not in use. The headsail may only be dropped on deck briefly during a sail change and even then only for the time reasonably necessary under the existing conditions to complete the sail change.

Stipulations and/or Restrictions:

- ◆ These credits apply to above deck drum installations, only.
- ◆ Flying a staysail is not allowed on any boat that receives the RFG Credit, except in severe wind conditions when the use of a Storm Staysail is allowed (area of the storm staysail can not exceed 5% of "I" squared).
- ◆ If conditions warrant, the use of a storm sail such as an 80% Genoa (area not to exceed 13.5% of the "I" dimension squared) is permitted.
- ◆ On any headsail with an LP less than or equal to 110% of the J dimension, up to four battens of any length on the leech are permitted, provided that they do not restrict rolling the jib completely on the furler.
- ◆ The foot round may not exceed 2% of the foot length.
- ◆ Each roller furling headsail shall be measured and marked by the sail maker for compliance and an easily visible green colored sticker applied, within one foot of the clew (see table below).
- ◆ Designation of which sails to be flown will be noted, on the DRYA Annual Application for Rating Credit Form, at the time of initial application or renewal of application, annually.
- ◆ Standard penalties for genoas as set forth in Section 15.12.1 will be applied.

12. (b) Credit for Cruising Roller Reefing Genoa (CRRG Credit)

Eligibility:

To be eligible, boats applying for the cruising roller reefing credit shall use one and only one roller reefing headsail >110% for the entire racing season.

How to apply for credit:

Upon written request of an owner and certification that the boat meets all of the requirements of this section, the DRYA Handicap Review Board MAY assign a rating credit to a boat. Prior to applying the furling credit, the owner must sign an affidavit stating that he/she has read, understands and will abide by the restrictions associated with the credit. Please use the DRYA Annual Application for Rating Credit Form, at the time of initial application or renewal of application, annually

Note: This credit will not be automatically applied to the race rating. It will be voted on by the HRB on a boat-by-boat basis. When this is not practical, the chief handicapper will have the authority to approve or disallow this credit.

Qualifications:

In recognition of the fact that many boats, fitted out for cruising only, have features that result in decreased boat speed, and with the desire to allow these boats to compete more fairly with boats that are fitted out for the purpose of racing, the DRYA Handicap Review Board applies the following cruising credit. The adoption of this cruising credit is an attempt to draw more sailors into racing. It is NOT designed for any person or boat to gain an advantage.

Credit for this application shall be:

CRRG Credit in seconds/nmile

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Stipulations and/or Restrictions:

- ◆ The specific headsail (one only) shall be designated, on the DRYA Annual Application for Rating Credit Form, at the time of initial application or renewal of application, annually.
- ◆ Each roller furling headsail shall be measured and marked by the sail maker for compliance and an easily visible orange colored sticker applied, within one foot of the clew (see table below).
- ◆ Additionally, CRRG Cruising Class boats may only carry one asymmetrical Spinnaker on Board for the entire racing season.
- ◆ All items stated and referenced in 15.12.12 (a) will be applied.

13. Credit for Hollow Leech Furling Mainsails (RFM Credit)

Upon written request of an owner and certification that the boat meets the requirements of this section, the Handicap Review Board may assign a rating credit to a boat that uses a working, standard unmodified roller furling mainsail unit. To be eligible to apply for a credit, the owner must annually agree that the boat will only use a mainsail that is capable of being completely rolled up on the unit at any time. Any sail used with the unit may use battens and must be attached to the roller unit so as to be capable furling into the mast.

Original manufacture's equipment (OME) RFM credit will be included in the base handicap. (This is the practice followed by most PHRF organizations.) Upon written request of an owner and certification that the boat meets the requirements of this section, the Handicap Review Board may assign a rating credit to a boat that uses a working, standard unmodified roller furling mainsail unit. To be eligible to apply for a credit, the owner must agree that the boat will only use a mainsail that is capable of being completely rolled up on the unit at any time. An sail used with the unit must may battens and must be attached to the roller furling unit so as to be capable of furling at all times.

The exact size of the credit (usually +6 to +12 sec.) shall be determined by correcting the mail sail for the appropriate loss of sail area.

14. Water Ballast

DRYA will permit water ballast including movable water ballast. The Handicap Review Board will make adjustments and penalties for water ballast on an individual boat basis.

15.13. STIPULATIONS

Any sail that does not meet IOR or IMS requirements is illegal unless specifically excepted below:

- ◆ Mainsails may have up to seven full-length battens without penalty.
- ◆ Full-length batten construction must meet IMS requirements.
- ◆ Mainsails that meet IRC measurement criteria without requiring special declaration may be used provided that:
 - Mainsail three-quarter width (MTW) may not exceed $0.38 \cdot E$,
 - Mainsail half-width (MHW) may not exceed $0.65 \cdot E$,
 - Mainsail seven-eighth width (MGT/MUW) may not exceed $0.22 \cdot E$.
 - For PHRF ratings, any excess beyond the above stipulations may result in a penalty and must be reviewed by the HRB.
- ◆ Asymmetrical spinnakers as defined in section 15.12 are allowed.

All sails are limited to points of trim as defined by the US SAILING rules and IOR rules except as noted below:

- ◆ An asymmetrical spinnaker can be flown with or without a pole. When flown without a pole the tack must not be further forward of the mast than SPL.

Spars must be banded.

- ◆ Height P must be shown by one inch black bands painted on the mast.
- ◆ Length E must be shown by a one inch black band **painted** on the boom with a red band **painted** six (6) inches aft of it.

The black or red band color may be changed to white to clearly contrast with the mast color. Yachts without painted one-inch bands will be penalized 10 seconds until the bands are painted.

There are no crew limits.

DRYA handicaps a specific combination of sails, rig and hull. Measurements must be submitted and a new PHRF certificate will be issued if a different combination of sails, rig and hull is used for racing.

15.14. EQUIPMENT AND ACCOMMODATIONS STANDARDS

Unless otherwise stated in a club's sailing instructions, PHRF yachts sailing in DRYA regattas must meet or exceed U. S. Coast Guard safety requirements and meet or exceed U S Sailing/ORC Special Regulations, Sections 1 through 6, for Category 4 races. (Ref. DRYA Handbook Section 9)

15.15. HANDICAPPING

The PHRF fleet is divided into groups by size or handicap ranges but not necessarily by DRYA class. (See DRYA Bylaws Section 5.2a)

The handicappers establish the individual handicaps for the yachts within their group. A review of the handicap ratings for the fleet is done through the joint efforts of the handicappers for all groups and the Handicap Review Board to insure equity across groups. This is intended to provide good handicaps for fleets regardless of class splits. Within each handicapping group, no one may vote on his or her own handicap. In the review process no one may vote on the handicap of any yacht within his or her group. No owner, crew or representative may be present when their yacht is discussed for purposes of deliberation prior to a vote. All voting shall be done by secret ballot and only the result (not the count) shall be announced.

Base handicaps are based heavily on the boat's speed potential in 8-10 knot winds on courses with 1/3 each: windward, reaching and running downwind situations. However, the HRB **MAY** also consider data from Windward/Leeward races along with races that do not meet the 1/3 windward, reaching and running requirements and races where the wind range falls outside the preferred 8-10 knot band. When handicapping IOR heavy displacement boats that compete against lighter displacement IMS designs, the HRB **MAY** also consider any known or apparent light air or heavy air speed and handling advantage or disadvantage inherent in the design types. Race data for the last two years is emphasized but up to 5 years of race data may be used. Race data is analyzed in terms of seconds per nautical mile. To help compensate for inherent problems with the above guidelines, the HRB may elect to assign a boat multiple ratings – the current rating and a second rating for point-to-point races that are predominantly off wind races. In the case of multiple ratings, the race committee will determine which rating will be used.

15.16. HANDICAP REVIEWS

Handicaps are periodically checked and analyzed by evaluating and comparing the estimated speed potential in second per nautical mile using corrected times of a yacht with its actual fleet performance at its assigned handicap. Handicaps, which are temporary, may be changed at any review meeting, as may handicaps, which are based upon errors or mistakes in hull, rigging, or sail data or arithmetic recording. Temporary Handicaps are reviewed after the racing season to determine if there is enough racing evidence to either remove the "T" or change the rating and retain the "T".

During the off season a comprehensive review of the entire fleet is made. By the end of October, the Chief Handicapper-Administration provides the DRYA Executive Board with tentative Class Splits. Special attention is given to yachts, which have asked for a review, whose rating has been appealed, that have been modified, or that are new to the fleet. Special attention is given to the handicap differential between boats of the entire fleet rather than the "absolute" handicaps of individual yachts.

Each handicapping group provides a list to the review board of all boats within its group that they feel merit change. The reasons for all proposed changes must be thoroughly documented and include a checklist of the critical items to be considered to insure that the process is consistent. After Review Board approval (and after the necessary reevaluations and compromises) a list of **PROPOSED HANDICAPS** with the proposed **CHANGES NOTED** is published on the DRYA web site at: www.DRYA.org and mailed upon request to all fleet members by approximately November 3rd. A Forum has been established on the DRYA web site so all interested sailors can comment on any yacht's rating. Comments are encouraged from all sailors and are carefully reviewed by the Handicapping Board.

After receipt of the list of proposed handicaps is available, boat owners can see how the proposed changes to their yacht or other yachts affect them. If any owner feels unfairly treated or that the proposed changes to their or any other yacht is unjust any owner who has applied for and paid for a rating certificate for the year may request using the DRYA Rating Review form sent to the Chief Handicapper-Administration, by December 1, to meet with the Review board and their Group Handicappers' representative to present their case. They may request a copy of the DRYA worksheet(s) justifying any proposed handicap change. New technical data brought to the review board at this time will be referred back to the Chief Handicapper- Ratings and group handicappers for review and recommendation before a final decision is made.

December 1st is a firm deadline. Any request for review received or submitted after the December 1st deadline will be considered LATE and WILL NOT be acted upon for the current upcoming racing season.

Example: A request for review was received at the DRYA Office on December 15, 2005. It WILL NOT be acted upon for the 2006 racing season because it was LATE. This request should have been in the DRYA Office on or before December 1, 2005.

After all owners requesting to appear at a Review Board Meeting have presented their cases and the group handicappers have reviewed any new data, and made recommendations, the DRYA PHRF review board will make its decision on all of the proposed changes. **Owners must present their own cases regarding a rating review or appeal at all steps of the process.**

At this same time, the Chief Handicapper -Administration shall recommend Class Splits at the March DRYA or earlier Executive Committee meeting for their approval, to permit final ratification by the DRYA member Yacht Club Race Committee Chairs at their March meeting.

Minutes will be kept for all meetings. Records, which include the reasons for decisions, will be kept for all boats reviewed or changed.

15.17. HANDICAP APPEALS

(a) Appeals to DRYA

A yacht owner who has applied for and paid for a rating certificate for the year may appeal the rating of his yacht or that of a competing yacht only if the yacht rating was reviewed in the current year as described in section 15.16. A fee of \$35.00 must accompany each appeal. The fee will not be refunded. All such appeals shall be written on the DRYA Handicap Appeal form and delivered to the DRYA Handicapping Office or to the Chief Handicapper-Administration with a check for \$35, by February 15th. Each appeal must contain sufficient information and facts presented on the DRYA Handicap Rating Appeal form to establish a basis for the appeal. Necessary facts should include, but are not limited to: data on up to 5 years race results showing corrected speed in seconds per nautical mile and class finishes, wind ranges sailed, racing experience, yacht experience, sail inventory, crew and race participation, handicaps of comparable boats, comparisons with comparable yacht's of the DRYA RRP and VPP, etc. The Handicap Rating Appeal form is available on the DRYA website at: www.DRYA.org.

The DRYA office must receive all appeals with a \$35 check not later than February 15th. The Chief Handicapper-Administration shall acknowledge receipt of the appeal and notify the appellant and the Appeals Committee, of the time, date and place of for the hearing, at which time the Appeals Committee will listen for findings of fact. This "notice for information" will be posted on the DRYA web site -Rating Review to insure that all interested parties are aware of the issues.

The Appeals Committee shall be appointed separately from the Handicap Review Board. The Appeals Committee shall be comprised of people that were not directly involved in the first two rounds of the Handicapping Process. Six (6) members should be selected, including the PHRF Fleet Captain (1), three (3) members from the DRYA Executive Council and two (2) members from the Handicap Review Board. The Vice-Commodore of the DRYA Executive Council along with the help of the Chief Handicapper – Administration and the Chief Handicapper – Ratings shall make the selection of individuals that will make up the Appeals Committee. It will be the task of the Appeals Committee to establish a standard of review that would give the appellant the burden to show that the HRB-approved rating is "clearly unfair" to the boat or its competitors. That way the HRB rating stands unless the appellant meets the burden of proof on appeal. The Appeals Committee shall not determine the final boat's rating. Seasonal boat ratings will be finalized by the HRB.

The owner must make his own presentation of the information. Decisions of the Appeals Committee shall be made within 10 days after the conclusion of the hearing, unless extended, and a copy of the decision shall be

delivered to the appellant and such interested parties as shall be necessary and posted on the DRYA web site by the Chief Handicapper-Administration with the assistance of the DRYA office. The yacht owner and DRYA PHRF Handicapping Committee agree to live with this decision for two racing seasons unless its appealed to US Sailing.

(b) Appeals beyond DRYA

If a yacht owner feels that the protest of a handicap has been wrongly resolved or that they were prejudiced by the correct procedures not being followed they may appeal to U S Sailing as specified in their handbook. In both of these cases a filing fee will be charged; no new data may be submitted and the appellant does not personally appear.

15.18. VALID LISTS AND CERTIFICATES

PHRF yachts will be issued individual handicap certificates. A "Valid List" giving the current handicaps and penalties and handicap type for all boats shall be published by the DRYA. A recent Valid List is posted on the DRYA website at: www.DRYA.org and is available by US mail upon request. By February 1, the Chief Handicapper-Ratings will publish a PRELIMINARY VALID LIST, on the DRYA website at: www.DRYA.org which will reflect all approved handicaps for the new season. After this list is published any further changes will be through the appeal process.

Following the hearing and resolution of all pending appeals a FINAL VALID LIST, before the racing season, shall be published by April 1 on the DRYA website at: www.DRYA.org and also available from the DRYA Office.

The Handicap Review Board may meet in June the week following the third regular DRYA race and the first week of July and September to consider any adjustments in the Valid List that might be necessary.

The Chief Handicapper-Ratings also provides the "Valid List" data to US Sailing for publication in the US Sailing PHRF Ratings publication.

15.19. OWNERS RESPONSIBILITIES

It is the owner's responsibility to adhere to the PHRF Rules and Regulations and to race his boat in the appropriately handicapped condition. Annually the owner verifies the DRYA handicapping data as a part of their membership application. Any changes to rig, sails, underwater hull, keels or rudders must be reported. Any interior changes resulting in the change or relocation of plus or minus fifty pounds must also be reported. These changes may result in a handicap adjustment and a boat is not considered to be in an as handicapped condition until this is determined. Since a new sail may have different dimensions, sail certificates must be provided for all new or recut main sails, light and heavy Genoa's, light and standard spinnakers, and the largest asymmetrical spinnaker before they can be used in a race where the DRYA PHRF rating is used. An updated DRYA PHRF certificate is provided to show the current racing configuration of each rated yacht that includes the year the sails were initially used. A copy of the certificate should be kept on the yacht.

Credits described in section 15.12.11-13 must be requested annually using the DRYA form for determining credits which is on the DRYA website at: www.DRYA.org and also available from the DRYA Office.

ALL HANDICAP CHANGES MUST BE RECEIVED AT THE DRYA OFFICE BEFORE 4 PM OF THE WEDNESDAY PRIOR TO THE RACE AT WHICH THEY ARE TO BE EFFECTIVE

15.20. ENFORCEMENT

PHRF depends largely on the Corinthian spirit of the sailors using the rule for enforcement.

Although it is a rule with few regulations, any changes to the hull or rig configuration as handicapped may be cause for a handicap adjustment.

Any yacht is subject to protest and disqualification for unreported changes or use of oversize sails.

15.21. DEADLINE FOR CHANGES TO PENALTIES AND STIPULATIONS

Any changes to the schedule of PHRF Penalties and Adjustments (section 15.12) and Stipulations (section 15.13) must be published within a week of the November DRYA Executive Board meeting of each year and will be in effect until after the following November DRYA Executive Board meeting.

15.22 CRITICAL HANDICAPPING DATES FOR SECTION 15.16,17,18 & 21

- September** Handicap Review Board (HRB) starts Fall Review for upcoming year.
DRYA Executive Committee elects Chief and Assistant Chief Handicappers from nominations submitted by Vice Commodore.
Review completed season – develop a list of boats to review.
HRB recommends new or modified Section 15 changes, by Nov. 1, for approval at the November DRYA Executive Board meeting.
Chief Handicapper-Administration sends list of appointees, to Executive Committee, by Oct. 1 for approval.
- October** Handicapper training starts and is completed.
Publish a schedule of Handicapping and Handicap Review Board Meetings, by Oct. 15.
Preliminary Class Splits for next season are sent to the DRYA Executive Board Handicapping review process continues for existing fleet and new boats.
- November** **Any changes to Section 15 are submitted for Executive Committee approval.**
Proposed handicaps, for the fleet, are published and a letter sent to the boat owners by approximately November 10. They will be posted on the DRYA website and available for the DRYA Office.
Boat owners submit written Handicap Review form by December 1 to appear before Handicap Review Board for review of proposed rating changes.
- December** **1st is a firm deadline for a rating review.** Any request for review received or submitted after the December 1st deadline will be considered **LATE**. It **WILL NOT** be acted upon for the 2006-racing season because it was LATE. Example: A request for review was received at the DRYA Office on December 15, 2005. This request should have been in the DRYA Office on or before December 1, 2005.
- January** **General Review Process** - Schedule and start Review presentations.
Reviews are heard and resolved, with final vote by February 1.
- February** Publish Preliminary Fleet Handicaps (Valid List) by February 1 on the DRYA website and available for the DRYA Office.
Deadline for submitting the Handicap Appeal form with a \$35 check for the Handicap Appeal Review process is **February 15**.
Handicap Appeal presentations heard and resolved, with final vote by March 1.
- March** Take final Appeal vote by March 1st. Publish results on DRYA website and member mailing.
Recommended Class Splits by March 1 for approval at the March DRYA Executive Board meeting.
- April** Final Valid List before the racing season is published on the DRYA website and mailed upon request.
- June** Review handicaps after third scheduled DRYA regatta to the extent necessary
- July** Handicap Review Board meeting first week, if needed

<p style="text-align: center;">SEPTEMBER</p> <ul style="list-style-type: none"> - Start Fall boat Review - Elect Chief Handicappers - Start Section 15 Updates 	<p style="text-align: center;">OCTOBER</p> <ul style="list-style-type: none"> - 1st. – Approve HRB Team - Publish Meeting Schedule - Preliminary Class Splits - Continue Fall Boat Review 	<p style="text-align: center;">NOVEMBER</p> <ul style="list-style-type: none"> - 1st. – Approve Section 15 changes - Fall Review Rating Changes Published 	<p style="text-align: center;">DECEMBER</p> <ul style="list-style-type: none"> - 1st. – REVIEW DEADLINE - No Requests for Review accepted after this date
<p style="text-align: center;">JANUARY</p> <ul style="list-style-type: none"> - Schedule presentations - Reviews heard + voting 	<p style="text-align: center;">FEBRUARY</p> <ul style="list-style-type: none"> - 1st. – Round One Vote - 1st. – Publish Preliminary Valid List - 15th. – <u>Deadline for Appeal Requests</u> - Appeal presentations + voting 	<p style="text-align: center;">MARCH</p> <ul style="list-style-type: none"> - 1st. – Appeal vote - 1st. – Final Class Splits 	<p style="text-align: center;">APRIL</p> <ul style="list-style-type: none"> - 1st. - Final Valid List due
<p style="text-align: center;">MAY</p>	<p style="text-align: center;">JUNE</p> <ul style="list-style-type: none"> - Review handicaps after third scheduled race 	<p style="text-align: center;">JULY</p> <ul style="list-style-type: none"> - HRB meeting, if needed 	<p style="text-align: center;">AUGUST</p>