

MWPHRF CRUISER CERTIFICATE 2026-4

Designed as a “FUN” Class.

Reduced participation in sailboat racing has occurred in fleets across the US as well as those utilizing MWPHRF for handicap certificates.

Some yacht clubs and organizations attempted various approaches to resolve the issue with a cruiser rating and should be commended for their efforts, however, it has not provided a uniform solution.

The large geographic area serviced by MWPHRF and new technology in sailing results in a mix of new boat, rig and sail designs and construction materials significantly increasing the complexity of the process. Accumulating and interpreting appropriate data (by complex mathematical formulas or empirical observations) to consistently/accurately assess their impact on sailing performance is labor intensive and very complex.

A group of Handicappers and sailors are proposing a new CRUISER CERTIFICATE to increase the participation of simple rigged boats, older designs and less emphasis on the latest technology. These are often older, less expensive boats used by beginning sailors or old Salts who want to experience sailboat racing without the cost of high technology modern boats and using smaller crews.

This includes newer boats with less complex cruising designs/crew requirements sailors who want to participate but move away from competition requiring high tech equipment and complex crews. It can also be an opportunity for Cruising sailors to improve their sailing skills.

Although, still under the MWPHRF umbrella, this separate group of boats will have the opportunity to use a simpler application process. It WILL NOT be going through the MWPHRF supervision structure of review by Tech committee and Council approval, thus adding further burden to the current heavy workload caused by rapid evolution of sailboat racing.

The development of this certificate should also provide organizing authorities (OA's) an alternative to consistently rate cruising boats not racing against high tech modern racing boats without struggling with local handicapping issues.

The NOR for events should include reference to Cruiser Certificates and the class rules. An Organizing Authority can determine how they want to separate boats entering with a Cruiser Certificate, eg. Divided into NSP/SP Classes. The Cruiser Class rules MUST be posted on our website.

Boats racing with a Cruiser Certificate are not expected to compete directly with boats handicapped by MWPHRF's normal rating process.

Cruiser Certificates will be available through the current MWPHRF.org website. **If a boat wishes to race in both Cruising and PHRF at different events, they may apply for both certificates.**

Applications will be made to the CRUISER CERTIFICATE section name. (Not region.)

The draft basic class requirements are provided in **Appendix 1**.

Appendix 1. Basic Requirements:

Displacement to LWL greater than or equal to 150
Base Handicap (BHCP) greater than 100

Sails:

Dacron Main & Jib will get a +3 adjustment.

Sail measurements and cloth material must be provided for all sails. Sailmaker certificates are best, but self measured sail numbers are allowed.

Diagrams and measuring instructions are to be posted on the MWPHRF Website,

1 Main

Jibs

2 Headsails attached to headstay if the LP of one is 110% of J or less. Only 1 headsail to be flown at a time except during sail changes. No jib may have an LP greater than 155% of J.

Spinnaker

If Nylon adjust with a +3.
Maximum of 2 allowed.

Symmetrical spinnakers must be tacked to a pole with length (SPL) no greater than J.
If all converted to Asails, adjust +6. TPS shall not exceed 125% or less of J.

Sails larger than the maximum sizes allowed by standard MWPHRF base boat specifications are not allowed in the Class.

There will be no credits for undersized sails.

No specialty sails are allowed. (i.e.: Staysails, Code Zero, any flying headsails, etc.

Roller Furler (Encouraged but not required).

Jib: If Roller Furler, (+3 adjustment).

Main: In-mast (+6 to +12) or In-Boom (+6).

Sail Replacement

Only one replacement sail allowed per year, unless permission is given by the Cruising Class Handicapper. If inventory is very out of date, replacement of more than 1 will be allowed, but must report to Cruiser Handicapper.

Keel & Propeller Adjustments will remain the same as MWPHRF designations.

Handicapping:

Cruising Class Handicapper Team will assign handicaps starting with established MWPHRF BHCP.

- “Over-Performing” Cruiser Class boats are subject to removal from the Cruiser class after review with the boat certificate owner.
- Appeal: If a Cruiser wishes to appeal their Handicap, there are 2 options. 1. Talk to the Cruiser Handicapper. 2. Apply for a MWPHRF certificate and compare. If the MWPHRF rating is more favorable (excluding undersized sail credits), it is agreed to substitute this Rating for a period of 2 years.

(PHRF Handicaps stay with Regional Handicappers.)

If adjustable handicaps are used, season records for each boat may to be sent to Handicapper at the end of the season. This report will include % reaching and wind, wave conditions. Conditions may also be reported as Light, Medium or Heavy, Variable. The adjustment formulas must be included.

MWPHRF is here to help, not complicate, when we can.

Cruising Class Chair: Peg Stearn

Team members: Dave Wehnes, Eric Peterson, Eric Jones, James Baker, Don Waller, John Peterson, Joe McGinnis, Dale Smirl, Carl Stineman, Tom Atkins, Russ Sobotta. More to follow.

NOTES

Terminology and sail measuring diagram.

Letter of introductions for sailors and Organizing authorities.

Seasonal review structure: 1st meeting after season.

****Potential questionnaire for sailors interested in this fleet to inform us what we need to look at.**

Adjustments for using spinnakers at same time as NSPHCP in same class...135 cut off?