

## Charleston Race Week PHRF Procedures

The US SAILING Performance Handicap Racing Fleet (PHRF) is an empirical rating system based on a boat's speed potential. Ratings are determined through on-the-water observations, race result analysis, and dimensional comparisons. The objective of the PHRF is to ensure that any well-configured, well-equipped, and well-sailed boat has a fair chance of winning.

US SAILING maintains a database of standard boat dimensions and regional ratings, which are compiled into the National Reference Ratings. This resource covers approximately 150 common racing boats and utilizes extensive race data to help eliminate local rating bias. These ratings are currently published in the "History of US PHRF Affiliated Fleet Handicaps," which is updated periodically by US Sailing.

### CRW Handicapping Procedures:

PHRF competitors must submit a copy of their most recent CORA PHRF handicap, even if it has expired. If a previous CORA handicap is unavailable, please submit your most recent local area PHRF handicap. If you do not have any current or expired PHRF handicap, you must submit the information requested in Appendix A.

The Charleston Race Week PHRF Consortium will review all submissions and assign handicaps as follows:

1. CORA PHRF handicaps will be used as the basis for assigned handicap when or if available, including those for sisterships.
2. Boats without a CORA handicap will be assigned a rating based on their local handicap, adjusted using US Sailing Reference Ratings and CORA ratings of similar boats.
3. Boats without any previous PHRF rating will be assigned a rating using the data provided in Appendix A, based on US Sailing reference ratings and known similar boats.

## Appendix A

### Application for a 2026 Charleston Race Week Handicap

Please fill in the measurements below and send to: [info@charlestonraceweek.com](mailto:info@charlestonraceweek.com)

Applicant Name: \_\_\_\_\_

Applicant e-mail \_\_\_\_\_ Phone \_\_\_\_\_

Boat Name: \_\_\_\_\_

Boat Manufacturer: \_\_\_\_\_ Boat Design: \_\_\_\_\_

Overall length (LOA) \_\_\_\_\_ Waterline length (LWL) \_\_\_\_\_

Keel type \_\_\_\_\_ Draft \_\_\_\_\_ Displacement \_\_\_\_\_

Foretriangle Height (J) \_\_\_\_\_ Foretriangle Base (J) \_\_\_\_\_

Mainsail Mast Luff (E) \_\_\_\_\_ Boom Length (P) \_\_\_\_\_

Largest Headsail Luff Perpendicular (LP) \_\_\_\_\_

Spinnaker Halyard Height (ISP) \_\_\_\_\_

Spinnaker Pole Length (Symmetric spin) (SPL) \_\_\_\_\_

Prod Length (Asymmetric spin) \_\_\_\_\_

Spinnaker Luff/Leech Length (Symmetric spin) (SL) \_\_\_\_\_

Spinnaker Luff Length (Asymmetric spin) (SLU) \_\_\_\_\_

Spinnaker Leech Length (Asymmetric spin) (SLE) \_\_\_\_\_

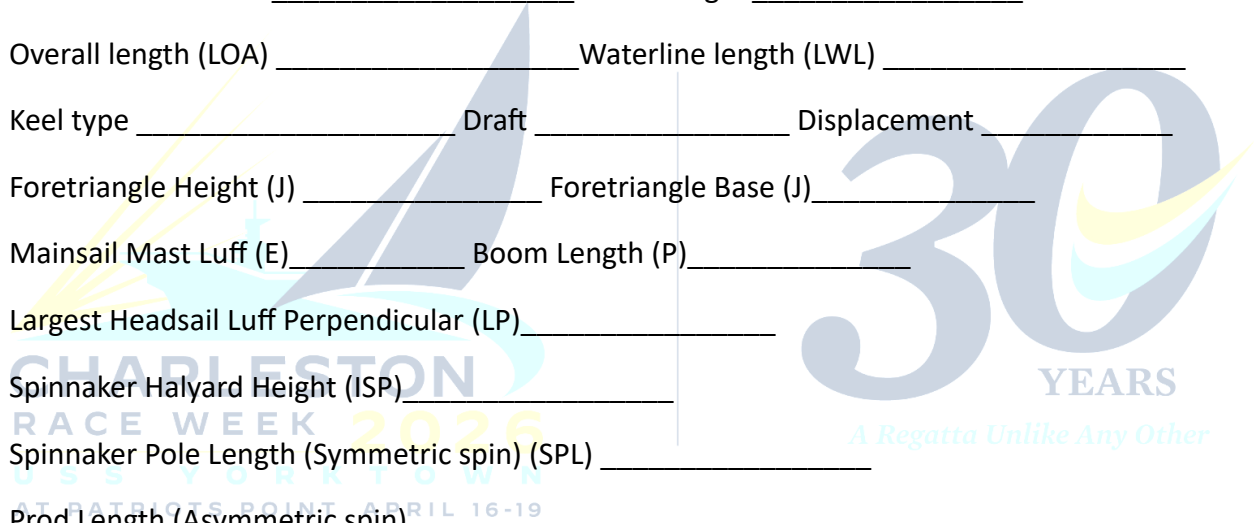
SFL Spinnaker Foot Length (SFL) \_\_\_\_\_

Spinnaker Maximal Width/Girth (SMW) \_\_\_\_\_

Spinnaker Half Width (SHW) \_\_\_\_\_

Prop type \_\_\_\_\_ Folding/feathering: (Y) \_\_\_\_\_ (N) \_\_\_\_\_

Roller furling headsail: (Y) \_\_\_\_\_ (N) \_\_\_\_\_



Roller furling mainsail: (Y) \_\_\_\_\_ (N) \_\_\_\_\_

