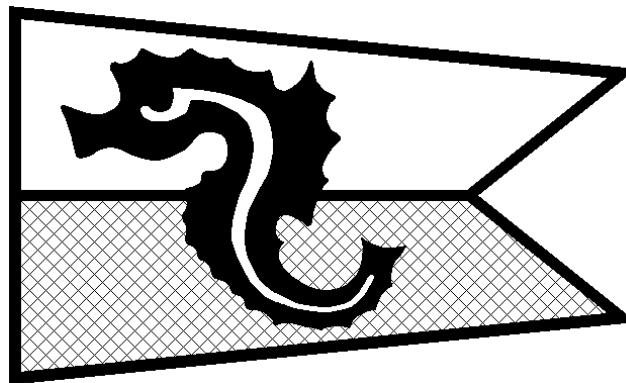


PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST 2021

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PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST 2021

PAST PRESIDENTS

Tom Wheeler - 1966-67
Doug Fryer - 1968-69
Robert Street - 1970
Russell Schulke - 1971
Walt Patterson - 1972
Loren Hole - 1973-74
Henry Preusser - 1975-76
Jack Voll - 1977-78-79
Ron Waude - 1980-81
Robert Smith - 1982-83
George Mason - 1984-85
David Blakemore - 1986-87

Barb Moi - 1988-89
TK Wegg - 1990-91
Peter M Davis - 1992-93
Larry D Reiersen - 1994-95
William F. Lenihan - 1996-97
James B. (Jim) Moren - 1998
William A.H. (Bill) Allan - 1999-03
Dave Schutte 2003-04
George Lefler 2005-06
David Lynch 2007-13



ORGANIZED 1966
Seattle, Washington

© 2004,05,06,07,08,09,10,11,12,13,14,15,16,17, 18, 19, 20, 21

PHRF-NW

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MESSAGE TO PHRF-NW MEMBERSHIP FROM THE CHIEF HANDICAPPER

PHRF 2021

The old adage, 'you can't control the wind, you can only adjust your sails', attributed to more old salts than are in a box of Morton's salt, certainly had its day this last year. 2020 was the year that no one ever predicted (or even believed was happening, in some cases). PHRF just reefed and put up the storm jib.

Some clubs bravely attempted to be creative, innovative, stubborn, and creative and innovative. The BYC hosted several short-handed, long distance races, but, well...it's just not the same and the fun wore off. Other clubs persevered in their racing programs and I hope all worked out well for them.

Lack of all out, fully crewed racing made keeping track of realistic 'observed performance' virtually impossible; the result being there have been no rating appeals filed or heard. PHRF will be looking forward to the upcoming year, with many regattas already scheduled. Keep looking for the NOR's.

I encourage every skipper to take this time of limited campaigning to measure those sails again, just to be sure. And, there's no penalty to reporting any changes. Or, hit that bottom with some 1200 and fair the hulls. Make any needed repairs...just don't indulge in a non standard go fast modification just because the yard said, 'it's OK, trust me'. Check with your Handicapper! That's why we are here. We all know you want to go fast, and we are not in the penalty business, but we have taken an oath (yes, for real!) to maintain the standards of equity to the best of our ability.

So let's welcome 2021 with fully hoisted and trimmed sails, a fresh outlook and a commitment to fair and equitable racing.

On behalf of the entire PHRF-NW Handicappers Council and in memory of Pat Nelson,

Neil Bennett- PHRF – NW Chief Handicapper

chneilphrf@gmail.com

206.919.0371

Bellingham Yacht Club

2625 S. Harbor Loop, Bellingham, WA 98225

SV Garufa 51697 Freedom 32 (taken during Pink Boat Regatta 2017)



MESSAGE TO PHRF-NW MEMBERSHIP FROM THE PRESIDENT

As we have all try to move through the chaos of the past year, it has been difficult not to have the active sailing lives we are all use to... to allow us to escape the daily grind. Our clubs and sailing organizations continue to work through creative solutions to problems many could never dream of to allow us to remove ourselves, even if briefly, from the challenges we are all facing. All of us at PHRF NW hope that you can begin to look beyond the events of 2020 and towards a better 2021.

Over the past year, PHRF NW has continue to implement new processes which we expect to allow us as an organization to better serve our members. You have seen that we have gone to a 100% on line payment system which we have done to eliminate the postage and paperwork processed around the end of the year. Many of you have seen the benefit of receiving your 2021 certificate via e-mail much quicker than you have received the mailed version in the past. As we continue to confirm e-mail addresses of our members, we will be able to utilize them for quicker notifications on PHRF NW news, Appeals, and also our invoicing for 2022.

We have also lowered many of our general expenses over the past year. This, in conjunction with our move to more on-line contact and less reliance on mail, is expected to allow the organization realize savings, which will be passed on to our members over the coming years.

We have completed an initial version of the Handicappers Training Manual, a document we hope will bring improvements to our newer handicappers while serving as the base for maintaining our handicapping processes.

The organization continues to do these things with hopes of continuing to improve our service to our members; however we understand that there is still room to improve. I would ask the members to reach out to your Director, Handicapper, or me personally with suggestion on how we can improve our level of service to you. This interaction is critical to our continued success.

In the end, we want to meet our objective to promote sailboat racing in the Pacific Northwest and British Columbia by maintaining an equitable system of handicap ratings of member boats for the use of yacht clubs and other sponsors of sailboat races. Help us do this.

As we look forward to 2021, our hope for all of our members is that we can overcome the challenges 2020 has brought to all of us and once again return to what we enjoy - sailing.

Eric Nelson PHRF NW President
CYC Tacoma, S/V Gardyloo Sail #56500

CHAPTER I

GENERAL INFORMATION PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST 2021

A. MAILING ADDRESS:

**PHRF NORTHWEST
PO BOX 489
GIG HARBOR, WASHINGTON 98335**

**Phone (253) 857-8858
Fax (425) 962-8729
EMAIL: phrfnw@gmail.com
www.phrf-nw.org**

Please note, changes to the PHRF NW protocol or rules will be italicized in the member handbook for one year. Changes that occur in between handbook publications will be posted on the PHRF NW website in "what's new".

B. HOW TO JOIN PHRF-NW:

1. *Obtain the Application and Rating Form (A/R) Form the PHRF-NW website and fill in the requested data. Once complete, email the application to the office, processing may take up to 2 weeks.*
2. *Payments must accompany the application and shall be paid online through the www.phrf-nw.org website. Handicappers do not accept payments. Your membership must be paid before the handicapper will process your application.*
3. *Applications when submitted, must be accompanied by proof of payment to the Business Office*
4. *An owner officially becomes a member of PHRF-NW and his rating becomes fully valid when the dues are received and when the forms have been properly completed by the member and his local Handicapper has forwarded the appropriate forms to the PHRF-NW Business Manager for processing.*
5. *Incomplete forms, including missing boat data, received by PHRF-NW or by its Handicappers shall be returned to the applicant for completion before a rating is issued.*
6. *You may belong to PHRF-NW and be eligible for a PHRF-NW rating without also being a member of a Yacht Club.*
7. *Membership to PHRF-NW is achieved on an annual basis, by paying the Annual Dues.*

C. EXCHANGE OF OLD BOAT FOR NEW BOAT; OR USED BOAT NEWLY ACQUIRED:

1. Properly complete a NEW A/R Form.
2. List sail number and name of old boat.
3. Send by email directly to the PHRF NW Business Office.
4. If you have paid dues for current year, don't pay again. If you are not a current member, pay for membership.

D. ANNUAL DUES:

- 1.* For all 2021 members paying before January 1st, \$55.00. payable in US. Funds only. A late renewal fee of \$5.00 is assessed for additional costs incurred when a renewing member pays after December 31st. *Payments must be made online at www.phrf-nw.org.* The annual handbook can be downloaded at www.phrf-nw.org, or a printed copy of the handbook can be purchased for \$10.00.
2. If renewing, list sail number and name of boat.
3. *For new members, the Annual Dues proof of payment is to accompany the completed A/R form.*
4. For new members joining after November 15th, dues will be credited to the next season.
5. An annual PHRF-NW handicap rating applies and is valid for the boat described in a rating certificate that is owned or chartered by the member. If a member wants to race two or more boats during a year, a separate rating certificate and Annual dues must be paid for each boat.
6. Effective January 1, 1996, all Handicappers, including those appointed for research or special projects, shall be members of PHRF-NW. PHRF-NW may extend honorary membership to Handicappers who do not own a boat.
7. Associate Membership is available to sail makers and other interested fleets outside (US Sailing) PHRF Area H. The annual dues for an Associate membership are \$100.00 US Funds.
8. Both PHRF-NW members and non-members may obtain a rating for unrated, owned or chartered boats for use in an event for which the sponsoring yacht club has limited entries to boats with current valid PHRF-NW handicap ratings.
9. Renewals; A member may only renew his or her membership for boats which were active PHRF NW members within the previous 2 year membership period. If membership has lapsed for three years or more, the member must reapply for rating and membership as outlined in Section B above.

*SUBJECT TO CHANGE

E. BOATS NOT ELIGIBLE FOR PHRF-NW ARE:

1. LOA less than 18 feet.
2. Centerboard monohulls with no ballast for self-righting.

F. CERTIFICATES:

1. All current paid members of PHRF-NW will be issued a Certificate when dues for the year are paid.
2. The PHRF NW Certificate is to be kept on the boat at all times.
3. Alterations to the boat or rig may affect the handicap and could result in disqualification from races.
4. Changes to any information concerning a member's boat must be supplied to the local Handicapper.
 - a. Upon notification of any changes the local Handicapper will complete all the necessary paperwork and forward it on to the Business Manager in a timely manner.
 - b. At such time the change information is received and processed, a replacement Certificate will be issued to the member.

G. RATINGS:

1. PHRF-NW ratings are Time-on-Distance (TD) ratings expressed in seconds per nautical mile. They are also applicable to Time-on-Time (TT) scoring systems by conversion.
2. PHRF-NW standard (base) ratings are the proprietary intellectual property of PHRF-NW and may not be used by any other persons, agencies, or entities without the express written consent of PHRF-NW.
3. A fair race will have the following criteria:

- a. The corrected average boat speed around a race course should be reasonably identical for all boats, indicating that the boats, regardless of rating, had equal opportunity to finish first.
 - b. There should be a minimum deviation spread in corrected finish times.
 - c. When Time-on-Time scoring is applied to an event, the corrected times shall employ the TD rating conversion formula $650 / (520 + \text{TD rating})$ for determining the TT ratings.
4. PHRF-Northwest has different kinds of ratings:
- a. Speed Potential Ratings (SP hereafter)
 - b. Performance Ratings (PF hereafter)
 - c. Regional Ratings
 - d. Multihull Ratings

H. PHILOSOPHIC BASIS OF PHRF-NW RATINGS:

1. PHRF-NW Handicappers do not actually measure boats, but rely on the honesty and good will of owners to supply correct rating information. This works well. Rarely, when violations are discovered, other contestants are urged to protest per US Sailing "Racing Rules of Sailing", and to also contact their local Handicapper. If an owner makes a change in a PHRF-NW rated boat, the owner is obligated to report the change to the local Handicapper who will determine whether the changes will result in a changed rating and will complete the proper forms to be forwarded on to the Business Manager.
2. The ratings and rating adjustments are intended to represent the sailboat as is and are not intended to favor one design over another.
3. PHRF-NW aims to furnish each boat with a rating, which fairly represents its racing speed, regardless of age, design or origin.
4. All ratings and rating adjustments are known to contain a "probable error" unknown in amount and direction. Whenever evidence shows, corrections will be made so as to reduce the "probable error".
5. Because of "probable error" no rating is ever finally settled.
6. Because of "probable error" PHRF-NW is always open to new evidence.

I. ROSTER AND SUPPLEMENTS:

1. Data from the A/R Forms and Change Forms are used to assemble the Roster and any Supplements to the Rosters. To avoid the cost of printing each time information is released, the new data will be published on the website at www.phrf-nw.org as soon as possible. The most current list of members will be available at the office.
2. The Roster is a list of SP ratings, complete as of issue date; issued to all current paid members once a year on or about March 1.
4. Performance (PF) Ratings and Regional Ratings may be used optionally by local groups BUT DO NOT appear in the Roster or Supplements. ONLY PHRF-NW SP RATINGS will be shown in the Roster and Supplements.
5. PHRF-NW SP ratings are the valid accepted official ratings recognized by PIYA and will be used for any area race in which there are PHRF-NW rating classes and where there are boats participating represented by more than one yacht club and more than one PHRF-NW Handicapper, unless otherwise specified by the sponsoring club.

J. SPEED POTENTIAL RATINGS (SP):

1. Definition:

SP Ratings represent the maximum racing speed which can be obtained by a top 1% skipper and crew with a top condition standard boat. This speed is the observed average performance over performance over several representative races.

The assigned ratings by the Handicappers shall take into account that the boats of newer design are generally lighter per cubic foot than boats of older design. Lighter designs possess the ability to accelerate faster in spotty and variable winds than their heavier sisters. Generally, therefore, the lighter designs will be rated slightly on the fast side and the heavier designs slightly on the slower side. The older designs being generally heavier may be considered for slower adjustments, on a case by case basis, as time passes. For the definition of "Standard Boat" see Chapter II.

2. The ratings are stated as seconds per nautical mile.
3. All boats for a given "Standard Class" shall receive the same SP Rating.
4. SP Ratings of modified "Standard Class" boats will be adjusted faster or slower according to the nature of the modification. For a schedule of potential adjustments see Chapter II.
5. Codes are shown for each boat in the Roster and on the Supplements describing the Sails, Propulsion and any Miscellaneous items on which the SP Rating is based. See Chapter II for detailed code description.

K. HOW SPEED POTENTIAL (SP) RATINGS ARE DETERMINED:

1. All Standard Class Ratings are determined by vote of the Handicappers Council.
2. When no Standard Class Rating exists, such as for new boats, and for one-off boats, the rating will be determined by the responsible Handicapper. A rating so determined by a single Handicapper is known as a "Tentative" or "T" Rating. The "responsible" Handicapper is defined as the handicapper for the yacht club from which the boat in question originates, or if there is no club handicapper then the sub region's None-X Handicapper or the Sub regional Council will substitute as the "responsible" handicapper.
3. "T" Ratings may be changed by the responsible Handicapper once every 6 months by up to 9 seconds per mile without prior notice to the owner. Larger or more frequent changes must be approved by the Chief Handicapper. If there is another boat of the same type (standard class) sailing in another region of PHRF-NW, the responsible handicapper wishing to revise the T rating must coordinate with the other handicappers responsible for the boats rated to the same standard. The T rating of all boats of the same type must be adjusted at the same time by the responsible handicappers involved. T ratings are limited to two years unless extended by a vote of the handicapper's council or approved by the Chief Handicapper.
4. At the request of the responsible handicapper, the Chief Handicapper may reinstate a T rating designation to any standard that has not been voted upon by the Handicapper Council.
5. The Chief Handicapper does not have the authority to change any Standard Class Ratings determined by action of the Handicappers Council.
6. Evidence used in determining ratings includes, but is not necessarily limited to, the following:
 - a. Opinions of Handicappers
 - b. Opinion of owner
 - c. Opinions of competitors
 - d. Opinions of salesmen and designers
 - e. Observation of comparative speeds of boats with known ratings
 - f. Comparisons of gross dimensions with boats of known ratings
 - g. Calculations from race results
7. The general policy is, that ratings for new boats, or new "classes" shall be initially estimated to be on the conservative (fast) side.
8. Should a boat rating be changed without prior notice to affected owners or competitors, and is appealed by affected owners or competitors, the Chief Handicapper has the authority solely at Chief Handicapper's discretion to hold implementation of the rating change until the appeal can be heard by the Handicapper's Council.

L. EFFECTIVE DATES OF SPEED POTENTIAL (SP) RATINGS AND RATING CHANGES:

1. The complex problem of the dates on which Speed Potential (SP) Ratings become effective will take considerable action on the part of each Yacht Club. Possible options are:
 - a. **NEW BOATS; NEW OWNERS OF USED BOATS; FORMER MEMBERS THAT REJOIN OR JOIN WITH BOATS NEWLY ACQUIRED:**
 - 1) Date on A/R Form on which area Handicapper records the rating.
 - 2) Date of Supplement or Roster on which new data is recorded and distributed.
 - b. **RATING CHANGES PURSUANT TO ACTIONS OF THE HANDICAPPERS COUNCIL:**
 - 1) Date of Handicappers Council report. This is the date on which the local Handicappers proceed with changes decided by Handicappers Council.
 - 2) Date on Change Form (CF) by the local Handicapper.
 - 3) Date of Roster or Supplement on which changes are recorded and distributed.
 - 4) When current series races are completed.
 - c. **RATING CHANGES PURSUANT TO REQUEST BY OWNER, OR TO CORRECT MISTAKES:**
 - 1) Date on Change Form (CF) by the local Handicapper.
 - 2) Date of Roster or Supplement on which changes are recorded and distributed.
2. Under items a., b., and c., above, each Yacht Club will need to select the option which best suits the needs of their Club. PHRF-NW is unable to do this since over 125 Yacht Clubs are affected, each having a different program.
3. If a Yacht Club fails to designate its choice of options, and takes recourse to PHRF-NW for decision, then an owner officially becomes a member of PHRF-NW and that owner's rating will become officially valid when the dues are received and the forms have been properly completed by the owner, the local Handicapper, and are received by the PHRF-NW Business Manager at the PHRF NW business office. This practice shall also apply to any and all changes or corrections which must be submitted by the local Handicapper on a Change Form (CF).

M. PERFORMANCE (PF) RATINGS:

1. PHRF-NW Performance (PF) Ratings include all the factors, which affect boat speed including, without limitation, skill of skipper and crew, shape and size of boat, condition of the boat and sail area.
2. A PF Rating represents a "normal average performance". Generally, the results of "hot" races are not included in the average since a rating should not automatically become "faster" for "hot performance", so also, the results of "cold" races are not in the average since a rating should not automatically become "slower" because of "cold performance".
3. These ratings have been most successful in assisting with the start of racing programs in small clubs and with small groups in larger clubs. PF Ratings are intended for the use of a small group of boats, all of which are being served by a single Handicapper. Such groups would include:
 - a. All the boats in Yacht Clubs with small sailing groups.
 - b. All the boats in two or more neighboring Yacht Clubs when served by one Handicapper; or when served by two or more cooperating Handicappers.
 - c. In Yacht Clubs with large sailing groups, where some elect to sail in Speed Potential (SP) rated classes and some elect to sail in Performance Rated (PF) rated classes.
4. PF Ratings will not be shown on the Roster or the Supplement. They will be on a local list maintained and distributed to local boats only by the local Handicapper. Thus, each boat in a Performance Rated (PF) class will have two ratings:
 - a. Her Speed Potential (SP) Rating shown on the Roster and Supplement.
 - b. Her Performance Rating (PF) shown on a local list for local racing only.

5. PF Ratings will be adjusted by the Handicappers from race results, etc. The intention is that, at the warning gun, all boats shall have an equal chance to win.
6. PF Ratings for an absolutely "average" boat has been measured to be about 3 seconds slower than the SP Rating for a boat in the same Standard "class". Initial PF Ratings for all boats are determined by judgment and by comparison with the ratings for standard class boats.

N. REGIONAL RATINGS:

For handicapping purposes only, PHRF-NW is divided into five regions, with centers at Victoria, South Sound, North Sound, Seattle and Portland. Because racing conditions differ among these areas certain boats SP ratings may not reflect their performance in their home waters. In such cases the regional Handicapper Sub-Councils may elect to issue regional SP ratings that apply only to local races within their regions.

O. MULTIHULL RATINGS:

There are Handicappers appointed by PHRF-NW for all multihulls, regardless of club affiliation. In this capacity, they will assign ratings to new boats and adjust the ratings of current multihull members as necessary. Individual boat owners can designate which club (if any) they want shown on their PHRF-NW Application and Rating Form. Refer to Chapter II, Section R, for detailed rating procedures for multihulls.

P. TO CALCULATE PHRF TIME ALLOWANCES & CORRECTED TIMES:

For Example: There is a 10 mile race. "Rockseeker" rates 180 and has an elapsed time of 2h40m13s. "Ragtime" rates 240 and has an elapsed time of 2h49m32s.

Elapsed Time:	ROCKSEEKER	RAGTIME
(Convert clock time to seconds.)	9,613 Sec.	10,172 Sec.
Allowance: (PHRF Rating x Distance)		
("Rockseeker" - 180 x 10 = 1,800 Sec.)	1,800 Sec.	-2,400 Sec.
("Ragtime" - 240 x 10 = 2,400 Sec.)		
Corrected Time:	7,813 Sec.	7,772 Sec.

"Ragtime", with least corrected time, is the winner!

Q. RACE INSTRUCTIONS:

PHRF-NW entrants must conform to the requirements of the Race Instructions of sponsoring Yacht Clubs. Races are not organized by PHRF-NW, but rather by the Yacht Clubs. PHRF-NW starts are provided at their courtesy and discretion.

R. YELLOW PENNANT:

A yellow triangular pennant may be flown from the backstay of a boat in order to distinguish it as a PHRF-NW competitor in lieu of other competitors, such as one-design "classes". Use of the yellow pennant is the option of the sponsoring Yacht Clubs. Should yellow pennants be required, all skippers shall comply with the requirement. PHRF-NW no longer supplies yellow pennants.

S. PIYA: US SAIL/CYA SAIL NUMBERS:

To obtain a PIYA issued US SAIL/CYA sail number, an application form is required. These applications are available through Yacht Clubs, Sailmakers and Yacht Dealers. It is suggested that you obtain and submit an application for sail number at the time you purchase a boat. In the event any question or problem should arise, please contact the following:

FOR US: PIYA SAIL NUMBERS: Contact PIYA PO Box 523, Olympia, WA 98507
<https://www.facebook.com/PIYASailing/>

T. MEMBERS APPEALS AND GRIEVANCES

1. A PHRF-NW member shall have a right of appeal from any rating decision by a local Handicapper, a regional Handicapper, a regional Handicappers Sub-Council or the Chief Handicapper concerning the handicap rating given to his/her yacht or to the yacht of another member. Each PHRF-NW member agrees that the following rules and procedures are the exclusive means for deciding all disputes over handicap ratings issued by PHRF-NW.
2. Rating decisions by a local Handicapper may be appealed to a regional Handicappers Sub-Council, where one exists. If there is no regional Handicappers Sub-Council, the first level of appeal shall be to the Chief Handicapper. All appeals shall be documented and submitted on the PHRF-NW Rating Appeal Evaluation Form, which can be obtained from the business office or from the website. The purpose of the Appeal Evaluation Form is to obtain the necessary information to review rating decisions.
3. Rating decisions or decisions on appeals by the Chief Handicapper may be appealed to the Handicappers Council for consideration at one of its meetings. The decision on ratings or rating appeals by the Council shall be final and binding and is not subject to any further appeal or review through the Handicappers Council. However, the PHRF-NW Board of Directors at their sole discretion may elect to review a rating or appeal decision of the Handicappers Council. The decision of the Board after discretionary review shall be final and binding and not subject to further appeal or review at the PHRF-NW Level.
4. Final rating or appeal decisions by the PHRF-NW Handicappers Council or Board of Directors may be further reviewed by the National Appeals Committee of PHRF. However, any review by the National Committee is at its sole discretion. Decisions on rating appeals by the National Appeals Committee of PHRF shall be final, binding and not subject to further review in any court or other forum.
5. The PHRF-NW Board of Directors may, from time to time, establish the amount of any fee or charge to be paid to PHRF-NW as a precondition to appealing a rating decision pursuant to these rules and procedures. The purpose of any appeal fee or charge is to defray the costs associated with processing and deciding the rating appeal.

U. ADVERTISING:

In 1995 PHRF-NW began offering opportunities to members and non-members to advertise in the PHRF-NW Roster and website. The Roster is published once a year and is available to every PHRF-NW member who renews their membership in our organization. PHRF-NW encourages you to patronize our advertisers. When you visit one of our advertisers, please take the time to thank them on behalf of your organization for their support. If you are interested in advertising in the upcoming year Roster or on our website, please contact the Business Office.

CHAPTER II
STANDARD BOAT DEFINITION
RATING ADJUSTMENTS AND RATING CODE / PHRF-NW HANDICAPPERS RATING PROTOCOL
February 2021

Please note, changes to the PHRF NW protocol or rules will be italicized in the member handbook for one year. Changes that occur in between handbook publications will be posted on the PHRF NW website in "what's new".

- A.** PHRF-NW is a rating system designed to serve the handicap racing needs of racer-cruiser monohull sailboats. Characteristically, these will have outside ballast for self-righting, cabins, inside living equipment, engine and propeller. PHRF-NW is adaptable to many variations from the general theme, however, up to a certain limit. Thus, unballasted monohulls and Multihulls have such different sailing characteristics from the ballasted monohull racer-cruisers that handicapping them to race together is very difficult. PHRF-NW does not attempt this, hence PHRF- NW ratings are not available to unballasted monohulls.
- B.** PHRF-NW ratings are based on a "standard class boat" to which is fitted a "standard class rating". The determination of "standard class" ratings is dealt with in Chapter I of the Handicappers Manual and in general information Paragraphs J and K of that Chapter.
- C. DEFINITION OF "STANDARD CLASS BOAT":**
1. Is built to a single design of which the manufacturer has made, or intends to make, a number of copies with nearly identical hulls and nearly identical rigs.
 2.
 - a. Has external ballasted keel as designed.
 - b. Some boats are designed with retractable keels, or retractable ballasted centerboards. These are acceptable as standard parts of a PHRF-NW standard boat if kept locked down at all times while racing.
 - c. Some boats are designed with ballast inside the hull plus dagger board, which may be entirely unballasted. This is acceptable as PHRF-NW standard if the dagger board is locked down at all times while racing.
 - d. The keel-centerboard type has a ballasted external keel, containing a slot through which a centerboard can be adjusted up and down. This is acceptable as PHRF-NW standard with board in any position.
 3. Has displacement as designed.
 4. Has I, ISP, J, JC, P and E dimensions as designed.
 5. Largest jib has $LP = 1.5(J)$.
 6. Has mainsail with standard "P" and "E".
 7. Largest spinnaker has girth of $1.80(JC)$, and luff length, $SLE = 0.95[(ISP)^2 + (JC)^2]^{1/2} = ISP$ (approximate). The top of the spinnaker halyard sheave is at the upper end of the "ISP" dimension. If the top of spinnaker halyard sheave is placed higher than top of ISP, a rating adjustment will be made per Section I.3. and shown coded in the 5th column, under "S".
 8. Spinnaker pole/bow sprit length from forward face of mast = JC. A Standard Class Boat is designed with either a mast-mounted pole and spinnaker, or a bow sprit and spinnaker, but not both.
 9. Is equipped with engine and propeller and fuel tanks.
 10. If Inboard Auxiliary Engine: Has folding or feathering propeller, propulsion assembly sufficient to drive boat at 90% of "hull speed" in flat water.

Hull speed defined: $V \text{ (knots)} = 1.33(LWL)^{1/2}$ where LWL is expressed in feet.
Fuel onboard sufficient for two hours running at 90% of hull speed.

11. If Outboard Auxiliary Engine: Installed on permanent mounting, permanently connected to securely fastened fuel tanks, completely retracted but ready for instant immersion, propulsion assembly sufficient to drive the boat at 90% of "hull speed" in flat water.

Hull speed defined: $V \text{ (knots)} = 1.33(\text{LWL})^{1/2}$ where LWL is expressed in feet. Fuel onboard sufficient for two hours running at 90% of hull speed.

12. Has inside fittings and equipment as intended by the manufacturer. This may include all or part of the following: Head, sinks, stoves, icebox, navigation desk, berths, lockers, shelves, drawers, doors, curtains, instruments, domestic water, stove fuel, plumbing, wiring, fuel and water tanks, fire extinguishers, etc. The removal of cushions and tables is allowed.
13. Has outside equipment required by safety regulations of the National Authority and also equipment intended by the manufacturer. This may include all or part of the following: Ground tackle, lifelines, pulpits, push pits, life preservers, emergency signaling equipment, self-draining cockpits, waterproof decks and cabins.
14. Hiking Aids and Lifelines: The PHRF-NW "Standard Class Boat" definition includes the adoption of ISAF and PIYA rules and prescriptions for hiking aids and life lines.

D. GENERAL PHILOSOPHY ON RATING ADJUSTMENTS:

Although many sailboats vary from the definition of "Standard" above, it is not intended that these be barred from PHRF-NW racing or penalized or that boats will be forced to recut sails or alter. Instead, rating adjustments will be made proportionately to the speed changes caused by "Non-Standard" variations. Thus, ratings will be adjusted proportionately "faster" for Non-Standard variations which cause the boat to sail "faster" and proportionately "slower" for Non-Standard variations which cause the boat to sail "slower".

Some typical adjustments are as follows:

1. Modified Standard Class Sailboats: Common variations which may call for rating adjustments are:
 - a. "Faster" because:
 - larger than standard sails
 - significantly altered rigging
 - significantly altered keel or hull
 - significant removal of interior or exterior equipment ("stripping")
 - propulsion does not meet criteria in Paragraph C. 9., 10., or 11.
 - less than standard displacement
 - b. "Slower" because:
 - smaller than standard sails
 - more than standard displacement
 - IB propulsion with solid propeller
 - OB propulsion with immersed propeller
 - conversion from OB to IB
2. One-Off/Custom/Non-Class Sailboats: These are rated individually as there is no "Standard Class". However, to develop the code that goes along with "non-class" rating, Handicappers approach should be to develop a rating which would be a "Standard Class" rating if there were a class and then thereafter make rating adjustments for variations from the assumed "Standard".

Ballasted "bare" boats such as Soling, Star, Dragon, Etchells 22, Six Meter, etc. These by intent of the manufacturer are devoid of much equipment as described in Paragraph A. Standard Class ratings for these boats take this into account. Standard Class ratings in other words, are "faster" than they would be if the boats had the missing equipment.

"Bare" boats may vary from "Standard Class" boats and, if so, rating adjustments should be made proportionately to changes in boat speed.

- a. "Faster" for:
 - larger than standard sails
 - absence of auxiliary engine
 - OB engine not correctly mounted
 - OB engine removed and stowed below
- b. "Slower" for:
 - smaller than standard sails
 - conversion to IB power conversion
 - inclusion of equipment beyond that described in Paragraph A

E. RATING CODE:

In the published PHRF-NW Roster, the 4th column is headed "Rating Code". The purpose of this Code is to show the factors on which the rating is based. A typical rating code is 6355A. To read this Code:

First Character	Second Character	Third Character	Fourth Character	Fifth ** Character
JIB 6*	SPINNAKER 3	MAIN 5	PROPULSION 5	MISCELLANEOUS A

* For the meaning of the symbols appearing in each character space see text hereafter.

** The fifth character space usually will not be occupied, but may be used by a letter representing a miscellaneous adjustment, where such is required. In the event of more than one Miscellaneous item, additional Codes will be shown in the sixth, seventh, etc. character space.

F. RIG AND SAIL AREA TERMS AND DEFINITIONS:

- "I" Rig fore triangle height measured along the foreside of the mast from the main deck datum to the top of the jib halyard sheave. The height of the deck used as datum for "I" measurement shall be taken as 4% of beam above the shear line abreast of the mast. For boats similar to the CAL28 and MORG27 whose cabin extends athwart ships to the shear line, use the stripe along the hull which represents the shear line.
- "ISP" AS-DESIGNED spinnaker hoist height measured vertically from the deck datum to the top of the spinnaker halyard sheave
- "J" Rig fore triangle base measured from the foreside of the mast to point where forestay attaches to deck or bowsprit in a direction parallel to the water line.
- "JC" AS-DESIGNED spinnaker foot rig length measured horizontally from EITHER the MSD to the tack point on the forward end of a fully extended bowsprit pole OR from the forward face of the mast to the tack point of a mast-mounted spinnaker pole in standard position. For stem head-tacked spinnakers, JC = J.
- "P" Actual rig dimension taken from the horizontal surface of the boom as it intersects the aft face of the mast to the point of maximum hoist of the mainsail.
- "E" Actual rig dimension taken from the aft face of the mast along the boom to the maximum point at which the mainsail may be out hauled.
- "MP" Measured luff length from tack to head measuring points. The tack measuring point shall be the intersection of the projected curve of the foot with the projected curve of the luff. Where MP is declared to be other than P, the responsible handicapper shall apply MP = P or require the mast be marked with a contrasting band to limit mainsail hoist to measured MP.
- "ME" Measured mainsail foot length from tack to clew measurement points. Where the declared ME is declared to be other than E, the responsible handicapper shall apply ME = E or require the boom be marked with a contrasting band to limit outhaul of the foot to measured ME.

- “HB”** Measured headboard length from head measuring point to after top edge of headboard. For “square top” mainsails or any sail with extreme roach resulting in a nearly horizontal top of the mainsail, the headboard dimension shall be taken from the Head Point to the aft end of the upper batten(s) supporting the top of the mainsail.
- “MGM”** Mainsail mid-girth dimension measured as the shortest distance between the leech half-point and the luff, bridging any hollows in the leech of the sail. Obtain by folding the head measuring point to the clew measuring point, applying equal and sufficient tension to the leech to produce the leech half-point, then measuring the shortest distance from the leech half-point to the forward edge of the luff bolt rope.
- “MGU”** Mainsail upper-girth dimension measured as the shortest distance between the leech three-quarter point and the luff, bridging any hollows in the leech of the sail. Obtain by folding the head measuring point to the leech half-point, applying equal and sufficient tension to the leech to produce the leech three-quarter point, then measuring the shortest distance from the leech three-quarter point to the forward edge of the luff bolt rope.
- “LLJ”** Measured luff length of headsail from tack to head measuring points.
- “LP”** Measured headsail dimension from clew measuring point to forward edge of luff in line of measurement perpendicular to luff (shortest distance between clew measuring point and luff).
- “SLU”** Measured Spinnaker Luff length from tack to head measuring points
- “SLE”** Measured Spinnaker Leach length from clew to head measuring points
- “SGM”** Measured spinnaker mid-girth (1/2 girth) length from the luff to leech mid-girth measuring points
- “SGF”** Measured spinnaker foot length from the tack to clew measuring points
- “SPL”** Spinnaker pole or bowsprit length as measured. For Spinnaker Poles, SPL is the distance with the pole fitted on the mast and set in a horizontal position athwart ships, as measured from the forward center line face of the mast to the extreme outboard end of the pole. For Bow Sprits, SPL is the distance from the forward face of the mast at the deck to the tack fitting on the pole. For as designed boats, SPL = JC.
- “H”** Height of spinnaker sheave above the main deck datum. Main deck datum as defined for “I” dimension. (Also referred to as “ISP”)
- “WPL”** Whisker pole length as measured from the forward center line face of the mast to center of clew grommet (or D ring) of the headsail to which the whisker pole is attached, taken in the direction of pole axis.
- “SPRIT”** A hull-mounted pole or hull extension that tacks an asymmetrical spinnaker at some distance in front of the measured “J” dimension.
- “SPINNAKER”**
Any sail which, when carried in its normal position, is set forward of a boat’s fore triangle with a mid-girth equal to, or greater than, 75% of its foot girth, including such sails tacked to a stem head fitting or such sails provided with a stem head tack line.
- “CODE “ZERO” SPINNAKER”** A spinnaker with a mid-girth less than 75% of its foot girth.

G. SAIL AREA FORMULAS: (Summary)

1. STANDARD SAIL AREAS: (Standard sail areas are denoted by “STD”)

Use the Standard rig dimensions from the Standard Class Database.

$$\text{STD Jib Area} = 0.775(I)(J)$$

$$\text{STD Spinnaker Area} = (0.83)(ISP)(1.80)(JC) = 1.494(ISP)(JC)$$

$$\text{STD Mainsail Area} = 0.59(P)(E)$$

$$\text{STD Average Headsail Area} = 1.015(I)(J) = 2/3(\text{STD Jib SA}) + 1/3(\text{STD Spin SA})$$

2. **ACTUAL SAIL AREAS:** (Actual sail areas are considered non-standard and are denoted by “NS”)

Use Actual Sail Dimensions:

$$\text{NS Jib Area} = 0.50(\text{LLJ})(\text{LP})$$

$$\text{NS Spinnaker Area} = 0.83[((\text{SLU} + \text{SLE})/2)((\text{SGF} + 4(\text{SGM}))/5)]$$

$$\text{NS Mainsail Area} = [(\text{HB}) + 3(\text{ME}) + 4(\text{MGM} + \text{MGU})](\text{MP})/12$$

For sails exhibiting unconventional sail plan shapes, the Handicapper may employ any appropriate geometric method to compute actual sail area with reasonable accuracy. If requested, PHRF-NW members are required to provide their Handicapper with such additional detailed dimensional data for unconventional sail shapes as may be necessary to permit accurate area computation.

PHRF-NW members are required to report all actual (NS) rig and sail dimensions to their local Handicapper. A PHRF-NW rating cannot be issued without the required dimensions. See Chapter I, Section H.

Refer to Chapter II Sections H, I and L for rating adjustments applied to actual (NS) sails.

3. **SAIL MEASUREMENTS:**

Measurement Conditions: Sails shall be measured in a dry state at a temperature between 50 and 80 degrees Fahrenheit. Except for spinnakers, measurements shall be taken with the sails lying on a flat surface. Except as otherwise indicated, measurements taken between measuring points shall be obtained with sufficient tension to remove wrinkles in the sailcloth along the line of measurement. The term “sufficient tension” as applied to the “P” and “E” dimension of mainsails shall mean at least 25 pounds of tension or as otherwise required to draw the bolt rope (if present) into a straight line.

Measurement Points: Measurement points are the points (typically head, tack and clew) to which sail measurements are taken. They are determined by projecting the adjacent edges of a (radius or truncated) sail corner to an intersection point, wherein the projections are tangent to the adjacent edges at the point of beginning radius curvature or truncation at those corners. In the instance of the mainsail head measuring point, the luff projection shall be tangent to the forward edge of the bolt rope. Intermediate measuring points along the luff shall be similarly taken at the forward edge of the bolt rope. Intermediate measuring points along the luff of spinnakers and leech of mainsails and spinnakers shall be taken to the extreme outside edge of the luff or leech tapes.

H. RATING ADJUSTMENTS FOR NON-STANDARD JIBS: (“NS” Jibs)

1. A boat is rated on its largest jib; or upwind staysail, if staysail is larger. Rating adjustment is based on area change over or under the total area of standard (STD) sails, resulting from a non-standard (NS) jib. A standard jib has LP/J = 1.50.

2. **JIB SAIL AREA FACTOR: (SAFJ)**

$$\text{SAFJ} = \frac{\text{Total SA with NS Jib}}{\text{Total SA with STD 1.5 Jib}} = \frac{\text{NS Jib SA} + \text{STD Main SA}}{\text{STD 1.5 Jib SA} + \text{STD Main SA}}$$

Compute standard (STD) and actual (NS) sail areas using formulas in Section G. Compute SAFJ and enter the Rating Adjustment Table below in column 2 to determine adjustment in column 3 and rating Code in column 4.

3. In determining area of STD LP/J = 1.50 Jib, use STD J and STD I for the class, even though actual I and actual J on the boat have been altered. STD I and J for all classes are listed in CHAPTER III of the Handicappers Manual.

4. RATING ADJUSTMENT TABLE FOR NS JIBS: (SAFJ)

NOMINAL SAFJ	SAFJ RANGE	RATING ADJUSTMENT	RATING CODE
1.19	1.17+ - UP	- 15	L (Large)
1.15	1.13+ - 1.17	- 12	9
1.11	1.09+ - 1.13	- 9	8
1.07	1.05+ - 1.09	- 6	7
1.03	1.01+ - 1.05	- 3	6
1.00 STD	0.97+ - 1.01	0	5
0.96	0.94+ - 0.97	+ 3	4
0.92	0.90+ - 0.94	+ 6	3
0.88	0.86+ - 0.90	+ 9	2
0.84	0.82+ - 0.86	+ 9	1
0.80	0.00+ - 0.82	+ 9	S (Small)

For cat rigged boats use Code (C).

- No rating adjustment for staysails flown between large jib on head stay and the mast.
- No rating adjustment for use of head foil on head stay in place of hanks.

I. RATING ADJUSTMENTS FOR NON-STANDARD SPINNAKERS: ("NS" Spinnakers)

- Rating adjustments are based on sail areas.
- A boat is rated on the basis of its largest spinnaker. The rating adjustment is based on the area change over or under the total area of STD sails, resulting from a NS spinnaker. A STD spinnaker has SGM/JC = 1.80, and luff, SLU = ISP. ISP and JC are the standard for the class, even though actual ISP and JC may have been altered.

A boat normally designed and rated to use a mast-mounted spinnaker pole and spinnaker may not also use a bow sprit and asymmetrical spinnaker. A "cruising" type asymmetrical spinnaker is allowed if the spinnaker is tacked to the bowstem or a small sprit no farther forward than the standard JC dimension for the boat in question. The largest spinnaker, pole flown or tacked to the bowstem or small sprit, shall be used to rate the boat, by applying the standard rig ISP and JC.

If the tack point results in an SPL greater than JC, the SGM of the bow/sprit tacked spinnaker shall be increased per paragraph J.1. The intent of this paragraph is to allow owners to use their cruising spinnakers when sailing short handed which are typically tacked to the bowstem at J or to the anchor roller just forward of the bow stem, not to provide a loophole to allow boats to add long bow sprits to boats normally intended to be sailed with mast-mounted spinnaker poles. Boats using both mast-mounted spinnaker poles and long bow sprits will be considered X boats and rated separately and conservatively from otherwise identically designed boats.

3. SPINNAKER SAIL AREA FACTOR: (SAFS)

$$\text{SAFS} = \frac{\text{Total SA with NS Spin}}{\text{Total SA with STD Spin}} = \frac{\text{NS Spin SA} + \text{Std Main SA}}{\text{STD Spin SA} + \text{Std Main SA}}$$

Compute sail areas using formulas in Section G. For boats where the "H" dimension is *greater than "ISP", use the greater of SLU or $0.95 \times [H^2 + JC^2]^{1/2}$ to calculate the non-standard spinnaker area. Compute SAFS and enter the Rating Adjustment Table below in column 2 to determine adjustment in column 3 and rating Code in column 4.

4. RATING ADJUSTMENT TABLE FOR NS SPINNAKERS: (SAFS)

NOMINAL SAFS	SAFS RANGE	RATING ADJUSTMENT	RATING CODE
1.72	1.705+ - UP	- 69	P (Large)
1.69	1.675+ - 1.705	- 66	O
1.66	1.645+ - 1.675	- 63	N
1.63	1.615+ - 1.645	- 60	M
1.60	1.585+ - 1.615	- 57	L
1.57	1.555+ - 1.585	- 54	K
1.54	1.525+ - 1.555	- 51	J
1.51	1.495+ - 1.525	- 48	I
1.48	1.465+ - 1.495	- 45	H
1.45	1.435+ - 1.465	- 42	G
1.42	1.405+ - 1.435	- 39	F
1.39	1.375+ - 1.405	- 36	E
1.36	1.345+ - 1.375	- 33	D
1.33	1.315+ - 1.345	- 30	Z
1.30	1.285+ - 1.315	- 27	Y
1.27	1.255+ - 1.285	- 24	X
1.24	1.225+ - 1.255	- 21	W
1.21	1.195+ - 1.225	- 18	V
1.18	1.165+ - 1.195	- 15	U
1.15	1.135+ - 1.165	- 12	9
1.12	1.105+ - 1.135	- 9	8
1.09	1.075+ - 1.105	- 6	7
1.06	1.045+ - 1.075	- 3	6
1.00 STD	0.955+ - 1.045	0	5
0.94	0.895+ - 0.955	+ 3	4
0.88	0.835+ - 0.895	+ 6	3
0.82	0.775+ - 0.835	+ 9	2
0.76	0.715+ - 0.775	+ 9	1
0.70	0.000+ - 0.715	+ 9	S (Small)

For cat rigged boats with no spinnaker use Code (T)

5. CODE "ZERO" SPINNAKERS:

Calculate the area of code "zero" spinnakers and rate as a headsail using the sail area adjustment factor formula and adjustment table for jibs. A boat shall be rated on the basis of its largest jib or code "zero" spinnaker.

Boats using only code "zero" spinnakers are not eligible for NFS (No Flying Sail) rating credits and a "5" shall be entered as the second digit of their rating Code."

6. MISCELLANEOUS RATING ADJUSTMENTS: (Associated with spinnakers)

There is no adjustment for staysails flown in addition to a spinnaker, in the space between spinnaker sheet and guy, forward of the mast and aft of the forestay, and tacked to foredeck.

For "streakers" (also "bloopers") flown in addition to a spinnaker, add Miscellaneous Code A (fifth column) to boat's rating Code and adjust rating by – 3 seconds.

7. "NFS" RATING ADJUSTMENTS: (For boats without spinnakers or "Flying Sails")

To be eligible for "NFS" rating adjustments boats must use working sails only, attached by their luffs to permanent stays or spars. Not less than 90% of the luff length must be attached to a permanent stay or spar with not less than eight snaps or sail track slides distributed evenly along the luff; or alternately, attachment may be in a luff rope groove. Only one working sail luff may be attached to each permanent stay or spar. Only one sail may be used forward of the main mast on sloops, cutters, yawls and ketches unless the yacht is specifically rated for carrying additional sails. When changing jibs, the "up" jib must be lowered to the deck before the replacement jib is raised. Before lowering the "up" jib, the replacement jib may be hanked on the forestay or inserted in the second groove of head foil up to five feet above deck. The second halyard may be attached before lowering the "up" jib. Jibs may not be attached to temporary or detachable stays. "NFS" rating adjustments exclude such sails as spinnakers, mizzen stas'l's, streakers, spinnaker stas'l's, drifters, etc. flying from their own temporary stays.

The rating adjustment is based on the largest jib's SAFJ. For eligible boats use the following table:

"NFS" RATING ADJUSTMENT TABLE:

Actual (NS) Jib Size	Rating Adjustment	2nd Column Code
Jibs Coded 7,8,9	+ 15 sec.s	A
Jibs Coded 4,5,6	+ 18 sec.s	B
Jibs Coded 1,2,3	+ 21 sec.s	C

Boats with roller furling jibs mounted on their own roller stays, immediately aft of the permanent forestay, are eligible for "NFS" rating adjustment provided that no sail is flown from the permanent forestay.

J. RATING ADJUSTMENTS FOR NON-STANDARD SPINNAKER POLES AND SPRITS:

- For calculation of the rated spinnaker area, the spinnaker girth used shall be determined as follows:
If SPL is greater than JC, then SGM when applied to calculate spinnaker area shall be the greater of the measured SGM or (1.8)SPL.
- There are no rating adjustments for spinnaker poles shorter than SPL.
- Only one spinnaker pole may be used at a time and, when in use, shall be attached to the foremost mast, in compliance with US Sailing's "Racing Rules of Sailing".
- Use of outriggers is permitted only as prescribed by US Sailing's "Racing Rules of Sailing".

K. RATING ADJUSTMENTS FOR NON-STANDARD WHISKER POLES:

- Defined as a pole (or substitute) used to wing out a jib on off-wind legs. WPL is allowable length. (See Section F)

For jibs whose LP = 1.25(J) and smaller, WPL = J
For jibs whose LP is larger than 1.25(J), WPL = 0.8(LP)

- For whisker poles, whose length is in excess of WPL, add rating adjustments as follows:

Excess Length	Adjustment
(1.001 to 1.10)(WPL)	3 sec.s faster Code B (fifth column)
(1.101 to 1.20)(WPL)	6 sec.s faster Code C
(1.201)(WPL) and longer	9 sec.s faster Code D

- Show rating penalty for excess whisker pole length under Miscellaneous, Section O. There is no rating adjustment for whisker poles whose length is less than WPL. One whisker pole only shall be used, even though more than one jib is set simultaneously.
- Any equipment combination used to obtain a length WPL (or WP plus penalty length) is authorized, provided the length for which the boat is rated is not exceeded. Inner end of pole may be fastened to the boat at any place. Outer end of pole shall be fastened to clew or in as close proximity thereto as fittings permit. Provisions of US Sailing's "Racing Rules of Sailing" prohibiting sheeting of sails over or through outriggers, are specifically voided for whisker poles used according to provisions of this paragraph.

L. RATING ADJUSTMENTS FOR NON-STANDARD MAINSAILS: ("NS" Mainsails)

- A standard mainsail has a standard "E" as designed measured horizontally and a standard "P", assumed at 90 degrees to "E", and standard combined luff and leech areas = 0.10(P)(E). A standard mainsail also has measured MGM of 65% or less of E, MGU of 38% or less of E, and HB of 4% or less of E.
- Non-standard mainsails can result from changes in "P", in "E", in luff and leech area, mast rake or mast bend. Calculate the mainsail areas using formulas in Section G.

Non-standard mainsails also result when sail area is moved from low in the sail to the roach area in the

form of square top or very high aspect mainsails. These very high aspect ratio mainsails are well known to provide significantly improved performance.

3. MAIN SAIL AREA FACTOR: (SAFM):

$$\text{SAFM} = \frac{\text{Total SA with NS Main}}{\text{Total SA with STD Main}} = \frac{0.33(\text{STD Spin SA}) + 0.67(\text{STD Jib SA}) + (\text{NS Main SA})}{0.33(\text{STD Spin SA}) + 0.67(\text{STD Jib SA}) + (\text{STD Main SA})}$$

$$\text{Or: SAFM} = \frac{\text{STD Ave. Headsail SA} + \text{NS Main SA}}{\text{STD Ave. Headsail SA} + \text{STD Main SA}}$$

Compute SAFM and enter the Rating Adjustment Table below in column 2 to determine adjustment in column 3 and rating Code in column 4.

4. RATING ADJUSTMENT TABLE FOR NS MAINSAILS: (SAFM)

NOMINAL SAFM	SAFM RANGE	RATING ADJUSTMENT	RATING CODE
1.20	1.185+ - 1.205	- 30	W (Large)
1.18	1.165+ - 1.185	- 27	V
1.16	1.145+ - 1.165	- 24	U
1.14	1.125+ - 1.145	- 21	T
1.12	1.105+ - 1.125	- 18	S
1.10	1.085+ - 1.105	- 15	R
1.08	1.065+ - 1.085	- 12	9
1.06	1.045+ - 1.065	- 9	8
1.04	1.025+ - 1.045	- 6	7
1.02	1.005+ - 1.025	- 3	6
1.00 STD	0.985+ - 1.005	0	5
0.98	0.965+ - 0.985	+ 3	4
0.96	0.945+ - 0.965	+ 6	3
0.94	0.925+ - 0.945	+ 6	2
0.92	0.905+ - 0.925	+ 6	1
0.90	0.000+ - 0.905	+ 6	S (Small)

M. SAMPLE RATING ADJUSTMENT FOR NON-STANDARD SAILS:

1. Typical Sail Area Rating Adjustment Calculations:

The owner of "Clamdigger", SN XYZ40, a boat with a STD PHRF-NW rating of 96, IB engine, and folding prop, wants to add 3.0 feet to the boat's mast, add 2.0 feet to the boom, and change to a 1.63 jib. Given the actual dimensions for the boat's new sails, find the boat's adjusted rating and code as follows:

For Standard (STD) Sail Areas: (See Section G.1)

$$\begin{aligned} \text{STD I} &= 53.00 = \text{ISP} & \text{STD Jib SA} &= 0.775(\text{I})(\text{J}) = (0.775)(53.00)(17.20) = 706.49 \\ \text{STD J} &= 17.20 = \text{JC} & \text{STD Spin SA} &= 1.494(\text{ISP})(\text{JC}) = (1.494)(53.00)(17.20) = 1361.93 \\ \text{STD P} &= 47.50 & \text{STD Main SA} &= 0.59(\text{P})(\text{E}) = (0.59)(47.50)(12.50) = 356.25 \\ \text{STD E} &= 12.50 & \text{STD Ave. Headsail SA} &= 1.015(\text{I})(\text{J}) = (1.015)(53.00)(17.20) = 925.27 \end{aligned}$$

For Actual (NS) Sail Areas: (See Section G.2)

$$\begin{aligned} \text{NS I} &= 56.00 & \text{Jib:} & \text{LLJ} = 57.04, \text{LP} = 28.04 \\ \text{NS J} &= 17.20 & \text{Spin:} & \text{SLE} = \text{SLU} = 56.38, \text{SGM} = 30.75^*, \text{SGF} = 29.5 \\ \text{NS P} &= 50.50 & \text{Main:} & \text{P} = 50.25, \text{E} = 14.37, \text{HB} = 0.50, \text{MGM} = 10.33, \text{MGU} = 4.83 \\ \text{NS E} &= 14.50 & \text{Pole:} & \text{SPL} = 17.00^{**} \end{aligned}$$

$$\begin{aligned} \text{Then: NS Jib SA} &= 0.50(\text{LLJ})(\text{LP}) = (0.50)(57.04)(28.04) = 799.70 \\ \text{NSSpinSA} &= 0.83[\frac{(\text{SLU} + \text{SLE})}{2}][\frac{(\text{SGF} + 4(\text{SGM}))}{5}] \\ &= (0.83)[\frac{(56.38 + 56.38)}{2}][\frac{(29.5 + 4(30.75))}{5}] = 1427.26^* \\ \text{NS Main SA} &= \frac{[(\text{HB}) + 3(\text{E}) + 4(\text{MGM} + \text{GU})](\text{P})}{12} \\ &= \frac{[(0.50) + (3)(14.37) + (4)(10.33 + 4.83)](50.25)}{12} = 436.55 \end{aligned}$$

* $1.8(\text{SPL}) = (1.8)(17.00) = 30.60$ which is less than actual SGM, therefore use actual SGM for sail area computation. (See Section J)

** Allowable (STD) SPL = JC. Actual (NS) SPL is less than JC. There are no rating adjustments for spinnaker poles shorter than allowable SPL. (See Section J)

For Sail Area Adjustment Factors: (See Sections H, I & L and respective Adjustment Tables)

$$\text{SAFJ} = \frac{799.70 + 356.25}{706.49 + 356.25} = 1.088, \text{ therefore rating adjustment is } -6 \text{ sec.s \& jib rating Code 7.}$$

$$\text{SAFS} = \frac{1427.26 + 356.25}{1361.93 + 356.25} = 1.038, \text{ therefore rating adjustment is } 0 \text{ sec.s \& spin rating Code 5.}$$

$$\text{SAFM} = \frac{925.27 + 436.55}{925.27 + 356.25} = 1.068, \text{ therefore rating adjustment is } -12 \text{ sec.s \& main rating Code 9.}$$

For Propulsion Adjustments: (See Section N)

Boat has IB engine and folding prop, therefore rating adjustment is 0 sec.s & STD rating Code 5.

For Total Rating Adjustments and Rating Code: (See Section E)

As adjusted above, "Clamdigger's" total rating adjustment is $(-6)+(0)+(-12)+0 = -18$ sec.s and its "as-sailed" rating is determined by deducting this total from its standard Rating. Therefore, "Clamdigger's" new rating is $96 - 18 = 78$.

As determined above, "Clamdigger's" total (four character) "as-sailed" rating Code is: 7 5 9 5

2. Sail Area Rating Adjustment Calculations for Multiple Masts:

The owner of "Imperial", SN XYZ41, a previously rated ketch with as-sailed rating Code of 5555, has purchased new main and mizzen sails and has requested his local Handicapper to advise if there would be any rating adjustment. No changes to the rig were made. Accordingly, the (STD) average headsail area would remain the same.

In this example the Handicapper would need simply to compute the combined Standard and Non-Standard actual areas of the mainsail and mizzen sail in accordance with Sections G.1 and G.2 and use their respective sums in the Mainsail Area Adjustment Formula (Section L.3) to determine if a rating adjustment is warranted. For instance, if "Imperial's" (STD) average headsail area = 650.50, (STD) mainsail area = 480.25, (STD) mizzen sail area = 298.55, (NS) actual mainsail area = 498.25, and (NS) actual mizzen sail area = 305.55, then:

$$\text{SAFM} = \frac{\text{STD Ave. Headsail SA} + \text{NS Main SA}}{\text{STD Ave. Headsail SA} + \text{STD Main SA}} = \frac{650.50 + (498.25 + 305.55)}{650.50 + (480.25 + 298.55)} = 1.017$$

Therefore, as determined from the Adjustment Table for NS Mainsails, "Imperial's" rating Code would be changed to 5565 and its as-sailed rating changed by -3 seconds.

N. RATING ADJUSTMENTS FOR NON-STANDARD PROPULSION: (Engine and Propeller)

1. Table III of the Handicappers Manual shows for each boat the Standard Rating and type of motor, Inboard (IB) or Outboard (OB), which goes with the Standard Rating.

If an Outboard rated boat is converted to Inboard, revise STD boat rating to 6 sec.s slower.

If an Inboard rated boat is converted to Outboard, revise STD boat rating to 6 sec.s faster.

The fourth character of the rating Code will show the type of propulsion conversion made. An outboard "Standard Class" boat with an inboard conversion would be designated with a number. An inboard "Standard Class" boat with an outboard conversion would be designated by a letter.

Using the revised STD rating, go to the appropriate Schedule; Inboard Schedule for inboard equipped boats and Outboard Schedule for outboard equipped boats and for other rating adjustments in the event engine or propeller installation is non-standard.

INBOARD ENGINE RATING ADJUSTMENT SCHEDULE:

ADJUSTMENT DESCRIPTION	RATING ADJUSTMENT	RATING CODE
Engine plus folding or feathering prop too small to drive boat at 90% of "Hull Speed": A boat with this deficiency is not eligible for slower adjustments coded 4, 3 and 2.	- 6	7
Retractable prop with flush fairing plate:	- 6	6
STD folding or feathering prop:	0 STD	5
Solid 2 blade prop in aperture:	0 STD	5
Solid 2 blade prop exposed to water flow; not in aperture:	+ 6	4
Solid 3 blade prop in aperture:	+ 6	3
Solid 3 blade prop exposed to water flow; not in aperture:	+ 12	2
Out-of-Ordinary prop. installation; Handicapper to estimate resistance relative to STD prop adjustments:	(as estimated)	1

2. Sail Drive (also "Volvo Drive") is considered the same resistance as the shaft, strut and propeller hub of a typical inboard installation. Propellers of different kinds attached to a Sail Drive shall get the same allowances as if attached to a typical propeller shaft.

3. OUTBOARD ENGINE RATING ADJUSTMENT SCHEDULE:

ADJUSTMENT DESCRIPTION	RATING ADJUSTMENT	RATING CODE
Outboard motor and prop on board but not capable of driving boat at 90% of "Hull Speed": A motor with this deficiency is not eligible for slower adjustments coded "K".	- 3	P
Standard boat: Outboard installed as described in Section C, Paragraph 11; engine retracted when racing:	0 STD	M
Engine not retracted, prop immersed on both tacks, any number of blades:	+ 6	K
Outboard of sufficient size, onboard but not installed in accordance with Section C, Paragraph 11:	- 6	E
No outboard motor onboard, + 3 for not being able to drive boat at 90% of "Hull Speed", + 6 for no installation:	- 9	F

O. MISCELLANEOUS RATING ADJUSTMENTS:

1. Insert miscellaneous rating adjustment Codes in the fifth and, as required, successive columns of a boat's rating Code. For rating adjustments greater than 3 sec.s per mile, use multiple Code columns. I.e., for a keel change of - 6 sec.s per mile, use Code KK.
2. For extensively altered boats, where there may be three or more alteration items, rate boat as a custom or "one-off" boat as opposed to a standard class boat and indicate as special rating by adding an "X" prefix to the boat's class designator; i.e., "XPEAR36".

3. MISCELLANEOUS RATING ADJUSTMENT SCHEDULE:

ADJUSTMENT DESCRIPTION	RATING ADJUSTMENT	RATING CODE
Streaker (also "Bloooper") is a sail set flying in the space to leeward of the spinnaker sheet, forward of the mainsail and alongside the spinnaker. "Streaker" adjustment will apply to any sail flown in this space. (i.e. genoa, drifter, small spinnaker.):	- 3	A
Whisker pole longer than WPL:	- 3 to - 9	B, C or D
Items unanticipated by this schedule:	*- 3 or more	E
Faster due to removal of gear and equipment required by Section C:	*- 3 or more	G
Significant hull alterations:	*- 3 or more	H
Significant keel alterations:	*- 3 or more	K
Non-standard use of retractable (lifting) keels and dagger boards:	*- 3 or more	L
Adjustment for "non-standard" hiking and "hiking aids":	*- 3 or more	N
Significantly altered rig; thinner mast, mast bend equipment, more stays, etc.:	(as estimated)	R
Adjustment for multiple jibs (indicator only):		W

P. SAMPLE CODES:

Standard class boat, inboard engine: 5555
 Standard class boat, outboard engine: 555M
 Modified class boat: 6U74G

6 = NS Jib	SAFJ 1.04	3 Faster
U = NS Spinnaker	SAFS 1.18	15 Faster
7 = NS Mainsail	SAFM 1.03	6 Faster
4 = NS Propulsion, IB engine with, solid 2 blade prop on strut		6 Slower
G = Miscellaneous adjustment, removal of standard equipment, see Handicapper for adjustment.		

Q. BOAT ALTERATIONS AND RATING ADJUSTMENTS:

It is recommended that PHRF-NW members do not alter sails or boats in order to optimize rating based on the above adjustment schedules. All of the adjustments are subject to change, by action of the Handicappers Council.

Rudder replacements or modification of existing rudders that are identical in construction, area, profile, balance and weight, including the rudder post, if applicable, and location of rudder post in the hull, are allowed. If the rudder differs in any way from this definition, a rating adjustment will be applied until such a time as the observed performance shows that the change does not affect the speed potential.

One must recognize that there is a "probable error" in every "Standard Class Rating" as well as in every "adjustment". The Council works continually to find the amount and direction of such "probable errors" and if found, it makes corrections with intent of further minimizing "probable errors".

R. MULTIHULL RATINGS:

The Multihull Rating protocol is managed by the Multihull sub committee. For questions about multihull ratings, see the committee chair listed in the contacts roster.

S. RECOMMENDATIONS FOR “TIME-ON-TIME” SCORING:

The PHRF-NW Handicappers Council recommends that participating yacht clubs consider using the following Time-On-Time scoring method for correcting finishing times. The Time-on-Time method determines corrected finish times in seconds by multiplying the elapsed time in seconds (or hours) by the T/T rating determined by the following conversion formulas:

$$\begin{aligned}\text{Time On Time Conversion Factors:} &= 650/(520 + \text{T/D Rating}) && \text{(seconds per second)} \\ &= 2340000(520 + \text{T/D Rating}) && \text{(seconds per hour)}\end{aligned}$$

This method has been in use for many years in other areas. The formula was refined for local conditions based on a regression analysis of over 75 major races. The analysis of past Puget Sound races indicates that it produces more equitable or the same race results in most of the races analyzed. The Time-on-Time corrected race results were fairer because finish times after correction were closer regardless of the rating and the corrected average speeds were on the average 9% closer.

Why Time-on-Time works better: The velocity prediction program (VPP) data from IMS Certificates was used to analyze the average speed around a theoretical course. It showed race results are improved by using Time-on-Time scoring for the following reasons.

1. VPP shows that at low wind speeds faster rated boats will sail well above their PHRF rating. Because the slower boats spend proportionally more time on the course they therefore get more help with the Time-on-Time method. It therefore gives closer finishes times.
2. Tide is a higher percentage of the slower rated boat's speed during a race sailed in adverse tide. Because a slower rated boat spends proportionally more time on the course due to the adverse tide, they get more help with the Time-on-Time method. This gives closer corrected finishes.
3. A race sailed in favorable tide will give a greater percentage speed increase to slower rated boats. With Time-on-Time, because they cover the course in proportionally a shorter elapsed time, they get less of a time correction. Finish times are therefore closer giving fairer racing.
4. Down wind the VPP predicts that slower rated boats have an advantage in proportion to their rating. PHRF ratings are based on races with both a beat and a run. A race sailed downwind with spinnakers all the way around the course therefore gives slower rated boats a great advantage. With Time-on-Time, because slower rated boats cover the course in proportionally a shorter elapsed time, they get less of a time correction therefore finish times are closer giving fairer racing.
5. The VPP shows faster rated boats have a significant advantage in proportion to their rating on a beat into the wind. The slower rated boats cover the course in proportionally a longer elapsed time. With Time-on-Time they get more of a time correction therefore finish times are closer.
6. Larger boats have an advantage with heavy seas when going to weather. Because a slower rated boat spends proportionally more time on the course, Time-on-Time gives more of a time correction to slower boats.
7. The results are more accurate because they are not affected by inaccurate course lengths. Competitors can calculate how they did at the finish without knowing the course length.
8. When sailing in a dying breeze, the time for the smaller boat to travel the distance between herself and a faster competitor significantly increases. At a speed of 6 knots, for example, it could have traveled the one mile distance in 10 minutes; whereas at 2 knots it will need 30 minutes to cover the same mile. The Time-on-Time method will provide some compensation for this.

The only instance when Time-on-Time scoring fails is when all boats have completely stopped moving. In this case, the handicap correction increases without a change between boats. Any handicap system will have a problem with this situation and also in the case where the faster boats sail into a hole and the slower boats sail up to them. In practice however this often is not as bad as the perception of the crew on the faster rated boat because modern design boats seldom completely stop.

The race committee will frequently abandon this type of race in fairness, or the time limitation will run out. It is interesting to note that in the '90 Pulley Point race where the faster boats sail into a hole and the slower boats sail up to them the result looked no worse with the T/T method than the T/D method when comparing

racers scored by Time-on-Distance with Time-on-Time.

There has been a minimal effect on the finish places within classes with rating spreads less than 30 seconds/mile. A change in position will occur when finish times are very close and normally it will be only one position. The positions will change significantly when there is a large spread in ratings; for example the overall results for a race with a number of classes will have some boats which change several positions in the overall results.

It can be expected that when Time-on-Time is used, the owners of larger boats tend to be concerned because smaller boats more often will correct out for the overall places.

Analysis has demonstrated that the Time-on-Time method of scoring races will provide more equitable racing. Because race results are usually greatly affected by variations in boat preparedness, crew skill and luck, etc. the only way to judge how well the scoring method works is to run a regression analysis on a large sample of say over 30 boats.

A fair race will have the following criteria:

1. The regression line for the corrected average speed around the courses should be close to level indicating all boats regardless of rating had an equal chance of finishing first.
2. There should be a minimum spread in corrected finish times.

The Time-on-Time conversion formula(s) above can be used at any time during a race to evaluate how your corrected elapsed time compares to a competitors corrected elapsed time at a mark of the course. Just write down the elapsed times and multiply each by the conversion factor for each boat.

Ask your club race committee to make this comparison on races in your area so an accurate evaluation can be made on the merits of Time-on-Time scoring method.

T. RECOMMENDATIONS FOR CREW WEIGHT LIMITS:

PHRF-NW recognizes that a boat's performance may, under certain conditions, be significantly enhanced by the addition of crew weight. Accordingly, PHRF-NW endorses the following crew weight limitations, as expressed as a crew number, for the discretionary use of race organizations, should those organizations choose to adopt these limitations in their race instructions:

BOAT LOA (Ft.)	CREW NUMBER	BOAT LOA (Ft.)	CREW NUMBER
20.00 or less	3	36.01 to 39.00	10
20.01 to 22.50	4	39.01 to 42.00	11
22.51 to 25.00	5	42.01 to 45.00	12
25.01 to 27.50	6	45.01 to 48.00	13
27.51 to 30.00	7	48.01 to 51.00	14
30.01 to 33.00	8	51.01 to 55.00	15
33.01 to 36.00	9	55.00 to 60.00	16

For boats greater than 60 feet in overall length, 16 crew plus one additional crew for each 5 feet of length greater than 60 feet.

Crew weight limitations shall not be applied to crew 12 years of age or younger.

U. RECOMMENDATIONS FOR “CRUISING CLASS” RATING ADJUSTMENTS:

PHRF-NW recognizes a need to accommodate those member boat owners and sailors who may wish not to maintain their boats or racing skills at the performance level implied by a standard PHRF-NW boat rating. Accordingly, PHRF-NW endorses the following “cruising class” rating adjustments, as expressed in seconds per mile, for the discretionary use of race organizations in local or Sub-Regional “cruising class” racing events, should those organizations choose to adopt these adjustments in their race instructions:

“CODE”	CATEGORY AND RATING ADJUSTMENT
FG	Roller furling genoa with LP greater than 120% J, + 3 seconds.
FM	Roller furling mainsail, +3 seconds.
AE	Windlass, stem head, or pulpit mounted anchor, + 3 seconds.
SI	Sail Inventory averaging 5 to 10 years in age, + 3 seconds. For sail inventory averaging more than 10 years, use + 6 seconds.
DM	Displacement modifications, + 3 seconds for each 3% of increase to rated displacement.
BC	Bottom condition, + 3 seconds for minor blistering. For major blistering and/or significant bottom growth, use + 6 seconds.
PF	Performance factor, discretionary adjustment as determined by race organization for observed skipper and crew performance, up to + 9 seconds for boats rating 120 or faster, and + 15 seconds for boats rating 121 or slower.

Cruising class adjustments may be applied only to boats with current and valid PHRF-NW Rating Certificates, and shall be made known to all “cruising class” race participants prior to any race event in which the adjustments are to be applied.

By endorsing these recommendations, PHRF-NW intends to encourage race organizations to offer “cruising class” racing options within the framework of their general race and regatta events, where such events are conducted at a local or Sub-Regional level.

V. ONE-DESIGN RATINGS (ODR) AND LEVEL PHRF RATINGS

PHRF-NW handicap protocol sometimes produces rating variations for boats that most would otherwise consider level, such as one-design fleets. For this reason, PHRF-NW offers one-design ratings to boat classes recognized by ISAF as international one-design classes or by US Sailing/Canadian Yachting Association as national one-design classes. Recognized classes can be found at the ISAF or national authorities respective websites.

For these recognized national or international one-design boats, owners may request a one-design rating by submitting a valid and current class certificate, or provide a signed statement that the boat meets the one-design requirements of the class, in place of the required PHRF-NW sail dimensions. The boat must be sailing in the configuration defined by the class rules. Owners must report to PHRF-NW any changes to the class rules that affect performance. When rated as a one-design, the designation ODR will replace the rating code in the 4th column of the PHRF-NW Roster and on the PHRF-NW rating certificate. Any new sails or changes to the boat must be certified by the class and reported to PHRF-NW.

The ODR rating reflects the boat being sailed as specified in the class rules, which may allow droop hiking (Soling, Stars) or having no motor (Etchells), etc. No adjustments are to be applied to an ODR rating. Boats of a One-Design class, but which do not meet the class specifications will be considered a different boat type and will be rated off that different base.

PHRF NW APPROVED ONE DESIGN YACHT STANDARDS (At time of publication.)

The below listed “ODR” ratings are available to members that conform to their yachts class rules when sailing their boats in a PHRF fleet. All that is required to obtain an ODR rating for your boat is a signed statement that you are sailing in compliance with ODR class rules. Please remember though that receiving an ODR rating from PHRF-NW does not relieve you from the requirement to conform to the race organizer’s sailing instructions for any specific event.

- | | | |
|-----------------------|------------------------|------------------------|
| 1. ETCH22-ODR at 123 | 9. THUN26-ODR (J24 | 16. 1D35-ODR at 36 |
| 2. JBOA24-ODR at 186 | spin) at 195 | 17. ETCH22-ODR at 123 |
| 3. JBOA35-ODR at 72 | 10. FARR395-ODR at 39 | 18. FLY15-ODR at 213 |
| 4. MART242-ODR at 165 | 11. FLTI10-ODR (Flying | 19. FARR360D-ODR at 15 |
| 5. VIPR640-ODR at 105 | Tiger) at 57 | 20. I550-ODR at 150 |
| 6. JBOA80-ODR at 129 | 12. JBOA105-ODR at 93 | |
| 7. OLSN30-ODR at 99 | 13. MELGES24-ODR at 90 | |
| 8. MOOR24-ODR at 168 | 14. APHRO101ODR at 156 | |
| | 15. MUMM30-ODR at 54 | |

BYLAWS OF THE PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

*Rev. 10/2016

ARTICLE 1. NAME

- 1.1 The name of the corporation shall be the PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST, hereafter referred to as PHRF-NW or the corporation.

ARTICLE 2. OBJECTS AND PURPOSES

- 2.1 It shall be the prime objective of this corporation to promote sailboat racing in the Pacific Northwest and British Columbia by maintaining an equitable system of handicap ratings of member boats for the use of yacht clubs and other sponsors of sailboat races. The system may be based upon the speed potential of sailboats while racing. The corporation shall assist Class A member yacht clubs and associations and race sponsors in the use of its rating or handicap systems and make available information concerning the systems, the ratings of individual boats to Class A and B members, interested yachting organizations, and the public.

ARTICLE 3. MEMBERSHIP

- 3.1 There shall be two classes of nonvoting members: Class A and Class B. Both classes of members shall pay annual dues or fees in the amount fixed by the PHRF-NW Board of Directors from time to time. The Board of Directors may establish other classes of membership, such as associate, honorary and life members.
- 3.2 Class A members are established yacht clubs and sailing associations, approved for membership by the Board of Directors. Each Class A member must have a minimum of 5 PHRF-NW Class B members in its membership.
- 3.3 Class B members are individuals who own or charter sailboats that participate in races using PHRF-NW handicaps or have a demonstrated interest in PHRF racing, that participate in races using PHRF-NW handicaps. Class B members shall obtain a standard rating or handicap for each boat owned and raced and meet any other qualifications of membership which the PHRF-NW Board may set from time to time.

ARTICLE 4. DIRECTORS

- 4.1 The management of the corporation is vested in its Board of Directors. The Board shall establish all policy concerning the operation and direction of the affairs of the corporation. Only Class B members may serve as Directors. The Chief Handicapper shall serve as an Ex-Officio member of the Board of Directors without the right to vote.
- 4.2 Each Class A member is entitled to designate a Class B member who is also a member of the Class A entity to serve as a Director of PHRF-NW. Whenever the new Director is designated to succeed or replace the person previously designated, the corporation shall be notified of the change in writing prior to the next scheduled meeting of the Board of Directors. The decision to designate or replace a Director is the sole responsibility of the Class A member. Any Director, or the Chief Handicapper may be removed with or without cause by a 2/3 vote of the Directors attending the annual or a special meeting of the Board of Directors at which removal is considered. A Class A member may also designate a *qualified* person to serve as an alternate Director to attend and participate in the affairs of the Board of Directors in the absence of the primary Director. A written notice of the appointment of an alternate Director shall be submitted to the Secretary/Treasurer prior to commencement of any meeting the alternate Director is to attend in lieu of the primary Director. The notice shall state that the alternate Director is representing the Class A member and shall bear either the signature of a current officer of the Class a member or both the current Director and the alternate Director.
- 4.3 All voting by Directors, with the exception of the election or removal of Officers, shall be by a weighted vote. Each Director is entitled to cast a vote for each Class B member in good standing that belongs to the yacht club or sailing organization that the Director represents. The number of votes each Class A member can cast is based upon the official membership records of the corporation as of the end of the

month prior to the date of the meeting. Voting for either selection or removal of an Officer shall be one vote per Director. No Director may vote by proxy.

- 4.4 The Board can act at regular or special meetings or written action approved without a meeting by all Directors. Meetings may utilize electronic methods of attendance and "written action" includes use of email. Votes taken when all voting Directors are not physically in one location shall be stated in a manner that the vote can be "yes" or "no". The quorum requirements of Article 7.4 apply to all such votes.
- 4.5 Each Director shall serve on the Board until a successor is designated by the Class A member the Director represents or until the number of Class B members the Class A member represents falls below five.

ARTICLE 5. OFFICERS

- 5.1 The elected Officers of the corporation shall consist of the President, *the First Vice President, the Second Vice President, the Secretary/Treasurer, the Chief Handicapper, and the immediate Past-President*. All officers shall be current Directors of PHRF-NW.
- 5.2 The President shall serve as the Chief Executive Officer of the corporation and carry out or execute all policies and directions from the Board. The President shall preside at all meetings of the Board.
- 5.3 The First Vice President shall act as Chairman of the Board in the absence of the President; shall succeed the President in the event of death, disability, resignation or removal of the President; and shall carry out such other assignments or duties as may be prescribed by the Board.
- 5.4 The Second Vice President serves as Chairman of the Bylaws Committee, and be responsible for recommending Bylaw changes. The Second Vice President shall carry out other assignments or duties as may be prescribed by the Board of Directors.
- 5.5 The Secretary/Treasurer is responsible for all of the records and accounts of the corporation and managing its funds. The Secretary/Treasurer shall supervise the publication and maintenance of membership and other records of the corporation.
- 5.6 The Chief Handicapper shall be nominated by the Handicappers Council and approved by the Board. The Chief Handicapper shall be Chair of the Handicappers Council, and shall carry out or execute all policies and directions from the Board.
- 5.7 The Board may engage a business manager and others as deemed necessary to administer the affairs of the corporation and assist its Officers and Directors in the execution of their duties.
- 5.8 Officers are elected for one-year terms by the Board of Directors and serve until their successors are elected. Term of office shall be from January 1 to December 31. There shall be no limit on number of terms a person may hold an office.
- 5.9 Any Officer may be removed with or without cause by a two-thirds vote of the Directors attending the annual or a special meeting of the Board at which removal is considered.
- 5.10.1 The Officers of the corporation and business manager may function as an Executive Committee to conduct the day-to-day affairs of the corporation. The committee is authorized to meet, as needed, or to conduct its business by telephone conference call. The President will chair the Executive Committee. Either the President or Secretary/Treasurer is authorized to call a meeting of the committee.

ARTICLE 6. HANDICAPPERS COUNCIL

- 6.1 The Handicappers Council shall be made up of the Class B individuals designated by Class A members and approved by the Chief Handicapper. Additional local Handicappers may be appointed as needed for special projects and research. A Handicapper appointed by the Chief Handicapper may be removed with or without cause at the sole discretion of the Chief Handicapper, with 24 hours notice.
- 6.2 The Handicappers Council shall establish and maintain the policies, rules and procedures for systems to handicap or rate the sailboats owned or chartered by Class B members of PHRF-NW. The Council shall operate in accordance with these Bylaws and policies established by the Board of Directors. The Council shall prepare and maintain a manual for use by its members, which sets out the handicap system.

- 6.3 The handicap system of PHRF-NW is based upon speed potential of individual sailboats determined by demonstrated speed of boats which are expertly sailed and well equipped and conditioned. The details of the speed potential handicap system and its procedures are to be incorporated into a Manual by the Handicappers Council.
- 6.4 Class B members may obtain a rating or handicap for use for one sailboat during a year although in the event of a purchase or sale of a boat the member can have a successor rated for that year. A Class B member who wants a rating for more than one boat which is owned or chartered must pay separate dues or rating fee for each additional boat annually.
- 6.5 The Council shall prepare and maintain a Roster published annually which includes the names and current rating of each Class B member sailboat at the time of publication based upon speed potential procedures currently being used by the PHRF-NW. Supplements to the Roster shall be published periodically on the website as needed to reflect such things as changes in ownership of boats, changes in ratings, and ratings of new boats. The information in the Manual and Roster is proprietary to PHRF-NW and its members, and may not be furnished to third parties without authorization of the Executive Committee.
- 6.6 The Council shall establish a procedure for resolving protests and appeals of the ratings of an individual boat by a Class B member. Grounds for appeal may include, but are not limited to, discrepancies between actual performance and assigned handicaps and a discrepancy in the boat or its equipment from its current rating code. The details and procedures for resolving protests and appeals shall be included in the Manual containing the rules and other criteria for the PHRF-NW handicapping system and Rosters of members and the ratings of their boats.
- 6.7 A regular meeting of the Handicappers Council shall be held each year before the end of February. Special meetings of the Council may be called by the Chief Handicapper as needed. Fourteen days written notice of regular or special meetings of the Council is required. Meetings may utilize electronic methods of attendance and "written action" includes use of email. Votes taken when all voting Handicappers are not physically at one location shall be stated in the manner that the vote can be "yes" or "no."
- 6.8 Any Handicapper may be removed with or without cause by a 2/3 vote of the directors attending the annual or a special meeting of the board of directors at which removal is considered. Voting for removal of a Handicapper shall be one vote per director rather than the weighted voting.

ARTICLE 7. MEETINGS

- 7.1 The annual meeting of the Board of Directors shall occur in *October* of each year at a time and place designated by the President. Special meetings of the Board can be called as needed by the President or Secretary/Treasurer upon seven days written notice.
- 7.2 The regular meeting of the Handicappers Council shall be held before the end of February each year. Written notice of the time and place of the regular meeting shall be sent by the Secretary/Treasurer to the Handicappers Council and Board members at least 14 days prior to the meeting.
- 7.3 All meeting notices shall be in writing and include a proposed agenda for the meeting.
- 7.4 A quorum for any Directors meeting shall consist of 25% of the total individual Directors of PHRF-NW who possess at least 50% of the weighted voting power of the total Board. All Board actions, except those to amend the bylaws, shall be approved by a majority of quorum. *** (See Article 12 for Bylaw voting.)
- 7.5 Matters to be considered at the annual Board meeting and included on its agenda shall include the President's and other Officers' reports, the Chief Handicapper's report, any changes in the Bylaws included on the agenda, and a financial report from the Secretary /Treasurer. Election of Officers shall also occur at the annual regular meeting.
- 7.6 The new President may take such actions as are reasonable and necessary to involve incoming and outgoing Officers in the orderly transition of responsibility for management of the corporation.

ARTICLE 8. COMMITTEES

- 8.1 In addition to the regular committees specified herein, the President may establish special committees and appoint individuals to serve thereon as deemed necessary to carry out the affairs of the corporation.
- 8.2 The Handicappers Council is a regular committee of the corporation. Its organization, participants and affairs shall be conducted in the manner provided for in these Bylaws.
- 8.3 Regional committees comprised of the local Handicappers and Directors from a specified area may be organized to assist in the management of the corporation. Each regional committee shall be approved by the Board of PHRF-NW. The purpose and objective of regional committees is to accommodate special needs or concerns resulting from political boundaries, geographical isolation, local conditions which require special treatment by Handicappers, or such other purposes the Board deems reasonable.
 - 8.3.1 Regional committees are authorized to establish regional handicaps on boats within the region. The use of regional handicaps is limited to the region establishing them.
 - 8.3.2 Regional committees shall prepare and submit an annual report to the Handicappers Council for the annual regular meeting, including the regional handicap for all rated boats. Minutes shall be prepared for all meetings of regional committees describing actions taken and other information for use by the Handicappers Council.
 - 8.3.3 Regional committees may not collect dues or other funds from PHRF-NW members without the prior approval of the PHRF-NW Board.
- 8.3.4 Regional committees may be approved or terminated by the Board of Directors. In order for a regional committee to be approved, information showing clear geographical boundaries, a list of the Class A and Class B members within the proposed region, the reason why a regional committee is needed, and how it will serve special interests or requirements of that region better than the Handicappers Council as a whole should be furnished to the Board. The business affairs of regional committees shall be conducted pursuant to the policies and processes set forth in these bylaws.
- 8.4 Each year the President shall appoint a Nominating Committee of not less than three board members at least sixty days prior to the annual meeting who shall nominate a slate of officers for the ensuing year. This committee shall report to the Board at its annual meeting.

ARTICLE 9. PROGRAMS

- 9.1 In order to promote handicap racing of sailboats throughout the Northwest, PHRF-NW shall provide assistance and information about the procedures for and rating of individual sailboats to Class A members, race committees, and other race sponsoring organizations using the PHRF-NW handicap format. The corporation may supply the names and addresses of the Class A or Class B members to race committees or other race sponsoring organizations, but for non-commercial purposes only.
- 9.2 All races and regattas using the PHRF-NW handicap system shall use PHRF-NW handicaps unless the event is designated by its organizer as inter-club only or regional with entries restricted to club or regional members only.
- 9.3 By providing a handicap or standard rating for a sailboat owned or chartered by a member, the corporation expresses no opinion about its seaworthiness, safety, stability, or suitability to sail. The corporation issues handicaps based solely upon the information and data for a boat provided by individual owner or charterer.
- 9.4 Each sailboat shall be rated or handicapped individually irrespective of whether it is a member of a one design class. Sailboats are not required to comply with class rules when racing in events using PHRF-NW handicaps or ratings.

ARTICLE 10. INDEMNIFICATION OF OFFICERS AND DIRECTORS

- 10.1 The corporation shall indemnify its Directors and Officers, including the Chief Handicapper, to the fullest extent permitted by the Washington Non-Profit Corporation Act, as the same exists or may be hereafter amended. However, benefits conferred by this provision shall not be diminished as the result of a change in the law for any acts or omissions which occurred prior to the amendment.

- 10.2 Without the necessity of entering into an express contract, all rights to indemnification under this bylaw shall be deemed to be contractual rights and be effective to the same extent as if provided for in a contract between the corporation and the Director or Officer who serves in such capacity at any time while the bylaw and relevant provisions of the Act, and any other applicable laws, if any, are in effect. Any right to indemnification granted by this bylaw to a Director or Officer shall be enforceable by or on behalf of the person holding such right in any court of competent jurisdiction if (a) the claim for indemnification is denied in whole or part, or (b) no disposition of such claim is made within ninety (90) days of the request for indemnification. A claimant for indemnification shall be entitled to receive the expense of prosecuting a claim, if successful in whole or part. It shall be a defense to a claim for indemnification that the claimant has not met the standards of conduct which make it permissible under the Act for the corporation to indemnify the claimant for the amount claimed.
- 10.3 The rights conferred on any person by this bylaw shall continue after that person has ceased to be an Officer or Director and shall inure to the benefit of that person's heirs, and executors and administrators.
- 10.4 Any repeal or change of this bylaw shall only be prospective, and no repeal or change shall diminish the right to indemnification under this bylaw in effect at the time of the alleged occurrence or omission to act that is the basis of any proceeding against an Officer or Director of the corporation.

ARTICLE 11. RULES

- 11.1 The affairs of the corporation, its committees and council shall be conducted in accordance with these Bylaws. Robert's Rules of Order, Revised, shall apply on parliamentary questions at all meetings.
- 11.2 The primary means of official communication between the Board of Directors, Handicappers Council, and members of all Classes shall be electronic. The term "written" used in any of these Bylaws includes email. It is the responsibility of all members to maintain a current email address on file with the corporation.
- 11.3 All official communication transmitted to all members of a Class, the Board of Directors or the Handicappers Council shall also be posted on the PHRF-NW website as soon as practical after issuance. Agendas for all meetings shall be posted at least 7 days before the meeting.
- 11.4 The minutes of any scheduled meeting of the Board of Directors, the Handicappers Council or any subcommittee shall be posted to the PHRF-NW web site within 5 days of acceptance of those minutes by the meeting group. The meeting groups are also encouraged to post draft meeting minutes within 14 days of any scheduled meeting.

ARTICLE 12. AMENDMENTS

Only the Board of Directors can amend the bylaws. Amendments must be approved by a 2/3 majority of the weighted vote of a quorum established at a regular or special meeting, or 2/3 majority of the total weighted vote if by mail ballot.

2021 PHRF NORTHWEST OFFICERS

OFFICERS:	CLUB	NAME & PHONES	ADDRESS	OFFICERS
PRESIDENT CNT CORINTHIAN-TACOMA		ERIC NELSON H: 253- 380-3947	4501 NORTH 34 TH ST TACOMA WA 98407 EMAIL: cyctgardyloo@yahoo.com	
2 ND VP CN CORINTHIAN SEATTLE		CHARLIE MACAULAY M: 425- 766-3822	PO BOX 812 SNOQUALMIE, WA 98065 EMAIL: csmacaulay@outlook.com	
SECRETARY TREASURER TA TACOMA		BILL NELSON C: 253-209-0855	8011 56th ST CT W UNIVERSITY PL. WA 98467 EMAIL: phrfbill@gmail.com	
PAST PRESIDENT PM		DAVID LYNCH H: 206-550-2096	15124 EUCLID AVE NE BAINBRIDGE ISLAND WA 98110 EMAIL: dhlynch@gmail.com	

PHRF NW 2021 DIRECTORS

Directors determine policy and select the Officers. One Director is appointed by Class A Members with a minimum of five (5) or more Club Members who are current Class B Members of PHRF-Northwest. Only current Directors who are representing active Class A member clubs are listed below.

YACHT CLUB	NAME & PHONES	ADDRESS	DIRECTORS
BL BELLINGHAM	DAVID STEFFEN H: 360-661-5639	1093 CEDAR HILLS AVE BELLINGHAM, WA 98229 EMAIL: d.steffen@ymail.com	
CN CORINTHIAN SEATTLE	CHARLIE MACAULAY M: 425- 766-3822	PO BOX 812 SNOQUALMIE, WA 98065 EMAIL: csmacaulay@outlook.com	
CNT CORINTHIAN-TACOMA	ERIC NELSON H: 253- 380-3947	4501 NO 34th ST TACOMA WA 98407 EMAIL: cyctgardyloo@yahoo.com	
OI ORCAS ISLAND	KEN MACHTLEY H: 206-853-3856	PO BOX 1870 EASTSOUND WA 98245 EMAIL: ken@machtley.com	
PYC PORTLAND	MARY STAINSBY H: 503-310-2478	34846 WESTBORO WAY ST HELENS OR 97051 EMAIL: mjssail@msn.com	
ST SLOOP	KEN CHIN P: 206-783-5600	7217 SYCAMORE AVE NW SEATTLE WA 98117 EMAIL: kenchin_17@hotmail.com	
SYS SMALL YACHT SAILING	MIKE STAINSBY C: 503-310-0478	34846 WESTBORO WY ST HELENS, OR 97051 EMAIL: mjssail20@gmail.com	
TA TACOMA	BILL NELSON C: 253-209-0855	8011 56th ST CT W UNIVERSITY PL. WA 98467 EMAIL: phrfbill@gmail.com	

PHRF NW 2021 HANDICAPPERS

Handicappers are nominated by the Class Members and approved by the Chief Handicapper. Handicappers have sole discretion to determine the PHRF-NW handicap ratings. All Handicappers together constitute a Council which, of course, can override the decisions of individual Handicappers, and which supervises the task of keeping ratings fair and equitable throughout the fleet. Yacht Clubs must maintain Class A membership to be eligible to have their own handicapper. Present Handicappers that represent only Class A yacht clubs and their sub regions are listed here:

YACHT CLUB	NAME & PHONES	ADDRESS	HANDICAPPERS
CHIEF HANDICAPPER BL BELLINGHAM	NEIL BENNETT H: 206-919-0371	5005 E. OREGON ST BELLINGHAM WA 98226 EMAIL: chneilphrf@gmail.com	
CE CORINTHIAN EDMONDS	JARRED SWALWELL H: 206 334-8022	15806 10TH AVE NE SHORELINE WA 98155 EMAIL: jarredswalwell@gmail.com	
CNB CORINTHIAN BELLINGHAM	TODD KOETJE H: 360 527 3039	3328 STONECROP WAY BELLINGHAM WA 98226 EMAIL: todd.koetje@www.edu	
CNT CORINTHIAN-TACOMA	ERIC NELSON H: 253- 380-3947	4501 NORTH 34 TH ST TACOMA WA 98407 EMAIL: cyctgardylloo@yahoo.com	
FH FRIDAY HARBOR	BETSY WAREHAM H: 360-376-4258 W: 360-376-2314 F: 360-376-4634	PO BOX 119 525 DEER HARBOR DR ORCAS ISLAND, WA 98280 EMAIL: sailorocas@hotmail.com	
MIL MILLTOWN	ALAN GRIM H: 425-876-8879	11908½ N LAKESHORE DR LAKE STEVENS, WA 98258 EMAIL: alcubed@comcast.net	
NONE 1 NO YACHT CLUB WASHINGTON	ALAN GRIM H: 425-876-8879	11908½ N LAKESHORE DR LAKE STEVENS, WA 98258 EMAIL: alcubed@comcast.net	
NONE-2 NO YACHT CLUB OREGON	MIKE STAINSBY C: 503-310-0478	34846 WESTBORO WY ST HELENS, OR 97051 EMAIL: mjssail20@gmail.com	
NWMA-1 NW MULTIHULLS OUT OF REGION	VINCE DEPILIS H: 206-633-1718	6414 37TH AVE NW SEATTLE WA 98107 EMAIL: vincent.depillis@gmail.com	
OI ORCAS ISLAND	BETSY WAREHAM H: 360-376-4258 W: 360-376-2314 F: 360-376-4634	PO BOX 119 525 DEER HARBOR DR ORCAS ISLAND, WA 98280	
PM PORT MADISON	DAVID LYNCH H: 206-550-2096	15124 EUCLID AVE NE BAINBRIDGE ISLAND WA 98110 EMAIL: dhlynch@gmail.com	
PYC PORTLAND YC	MIKE STAINSBY C: 503-310-0478	34846 WESTBORO WY ST HELENS, OR 97051 EMAIL: mjssail20@gmail.com	
RVC ROYAL VICTORIA	KIRK PALMER H: 250-658-5151	4817 AMBLEWOOD DR VICTORIA BC V8Y2S5 EMAIL: kpalmer@victoriabox.ca	

YACHT CLUB	NAME & PHONES	ADDRESS	HANDICAPPERS
SE SEATTLE	IAIN CHRISTENSON C: 425-941-8652	6627 FAUNTLEROY WY SW SEATTLE WA 98136 EMAIL: iainchristenson@gmail.com	
SS SOUTH SOUND	RAFE BESWICK H: 360 250-5252	1606 12th Ave SW, Olympia OLYMPIA, WA 98502 EMAIL: rafebeswick@hotmail.com	
ST-1 UNDER 30 FT SLOOP TAVERN	MARC KLIMASCHEWSKI H: 425 829 1400	102 State St S, Apt 203W KIRKLAND WA 98033 EMAIL: marcklim@outlook.com	
ST-2 OVER 30	ERIC FINN H: (206) 949-1706	7217 SYCAMORE AVE NW SEATTLE WA 98117 EMAIL: straitwalker@gmail.com	
SYS SMALL YACHT SAILING	MIKE STAINSBY C: 503-310-0478	34846 WESTBORO WY ST HELENS, OR 97051 EMAIL: mjssail20@gmail.com	
TT THREE TREE POINT	MARK HARANG H: 206-235-5716	18666 BEVERLY RD SW NORMANDY PARK 98166 EMAIL: harang@comcast.net	

Class A membership clubs who maintain 5 active PHRF NW members or more, remain eligible to select a class B member of their own yacht club as their handicapper, with final approval from the Chief Handicapper. This list is accurate at time of publication.

In 2006 The Regional Sub-Councils formally identified by the Handicapper's Council were established primarily to address geographic areas where prevailing sailing conditions might be considered reasonably distinct and as far as practical, include areas of reasonable proximity. This effort serves as an attempt to balance a handicapper's active member load.

Clubs within each Sub-Region should include both active Class A member organizations and non-Class A member organizations which either have, or formerly had, Class B members. The geographical area covered by each Sub-Region includes both Class A and non-Class A organizations and all Class B members at any given point in time.

2021 CLASS A PHRF NW ELIGIBLE MEMBERS

*This list changes based on the actual number of PHRF NW members from year to year. If your club is on the list and eligible for Class A membership benefits as indicated by the asterisk, please contact the PHRF NW office to get more information.

AN	CNB	OI	SE-1
AST	CNT	PM	SS
BL	CNW	PYC	ST-1
CE	MIL	RC	TT
CN-1	NWMA	RVC	

PHRF NW HANDICAPPER SUB-REGIONAL GROUPS CLUB ASSIGNMENTS

BRITISH COLUMBIA SUB COUNCIL VACANT –NOT ACTIVE

All of British Columbia, including Vancouver Island, the Gulf Islands, the Sunshine Coast and all of Alaska.

CA	NONE-3	RVN	TH
CF	NONE-4	SCM	SEAS
IYC	NYC	SID	VRY
LAD	PEND	SSI	WV
MP	RVC		

MULTIHULL SUB COUNCIL CHAIR VACANT- NOT ACTIVE - All of PHRF-NW Multihull regions; NWMA 1, 2, 3,4

PORTLAND SUB COUNCIL CHAIR- MIKE STAINSBY, NOT ACTIVE

All of Oregon and that portion of navigable southwestern Washington waters (Columbia River) extending from Cape Disappointment (Ilwaco) to Pasco.

AST	PYC	STH	TRI
CNP	RC	SYS	YAQ
HDR	NONE-2		

SEATTLE SUB COUNCIL CHAIR VACANT- NOT ACTIVE

All of Washington, Mainland Puget Sound, Inland fresh waters extending north above Three Tree Point to Everett, including Bainbridge Island and West Sound, and the remainder of Washington State not otherwise identified. All the portion of navigable west sound waters not including Gig Harbor but west of Vashon Island at the south and Hansville at the north, including all of the Hood Canal, and all of Montana, Idaho and California.

CE	SE-1	CNW	SI
CN-1	SH	BR	PL
MIL	ST-1-2	PT	MONTANA
LPO	NONE-1	PA	IDAHO
PM	SEQ	BR	CALIFORNIA

NORTH SOUND SUB COUNCIL CHAIR VACANT- NOT ACTIVE

All of Northern Washington waters to British Columbia extending north above Everett. including all San Juan Islands.

AN		FH	WINSA
BL	CNB	OI	

SOUTH SOUND SUB COUNCIL CHAIR- RAFE BESWICK, NOT ACTIVE

All of Washington Pacific coastal waters extending north of Cape Disappointment to Cape Flattery (including Willapa Bay and Grays Harbor) and that portion of navigable south sound waters extending from northern tip of Vashon Island south and west to Olympia.

CNT	GH	TT	
QM	SS	OLY	
	TA		

2021 ROSTER OF PHRF NW MEMBERS

The following rosters of PHRF NW members are indexed by sail number, and boat name to assist race organizers and members in identification of yachts. Sail numbers and names are as reported by member owners. Please contact PHRF NW if corrections are necessary. The published roster represents completed 2021 members as of January 1st, 2021. Please check our website regularly for membership status, individual yacht data and rating updates. www.phrf-nw.org.

Sail	Yacht Name	Rtng	Code	Class	Club	Owners
0	PTERODACTYL	84	555M	STREAK24	NONE-3	SHAWN DUNAND
0	CASTAWAY	202	4564	CATA30-2	PR	KELLY FOUST
0	DRAGONFLY	93	5554	JEAN41-1	BR	JOHN GUJU
0	CASCADIA	-39	1445	SCHU77-1	CH	TOM ALBERG
0	TRIUMPH	162	2455	MASN43-1	NONE-1	BENJAMIN HEMPSTEAD
0	LITTLE ANNIE	207	3545	BENE265-1	AN	JOHN/ GERRI GUNN
0	CORSAIR	105	S435	HANS411-2	CNW	GARY SEIBERT
0	BLUE JAY	123	5235	BENE41-OC	CNT	RICK GARRITY
0	TIR NA NOG	135	3352	TART3700	ST-1	MCMENAMIN/ GINGERICH
0	CIELO SIN FIN	261	S343	BABA30-1	MIL	DALE BEECH
0	ODIN	96	3435	BENE46-1	CNT	TIM GARCHOW
1	STRATOS	84	1745	JEAN410-1	SE-1	MARV TOLAND
1	FRANCIS LEE	-3	S475	SLVR65	SE-1	KIM BOTTLES
1	GOOD ENOUGH	129	165M	DART25-1	NONE-2	ERIC LARSEN
1	GECKO	99	4755	C&C99-2	MIL	JOE GECK
2	OGOPOGO	117	296M	DART25-1	PM	PAUL FAGET
2	CHEEKIE MONKEE	-21	555M	F45RC	RVC	KIM ALFREDS
2	FREJA	18	S575	AERO43-1	ST-1	JONATHAN M CRUSE
3	EYE EYE	69	145M	XJBOA90	LPO	DAVID COHEN
3	FREYA	114	188M	DART25-1	AN	CHRISTINE CARPENTER
4	KARMA	117	456E	DASH34-1	CE	KEN ORLOB
5	ANNAPURNA	15	ODR	FARR360D-ODR	SE-1	IAIN CHRISTENSON
5	LA DOLCE VITA	186	5955	HUMC30-2	SYS	SCOTT STEVENSON
5	OFF THE CHART	114	348M	ELL770	RVC	MICHAEL TURNER
7	GRAYLING	144	3634	QBOAT	ST-2	DUKE H PHAN
8	PULELEHUA	114	564M	DASH34-1	NONE-1	MATT WALLIS
9	ASTA	174	555M	OLSN25-1	MIL	PHILIP GAY
9	FANDANGO	195	575M	THUN26	GH	JAIME STORKMAN
11	ANARCHY	57	ODR	FLTI10-ODR	ST-2	TOM WARD
11	ZEN YATA	189	1535	PERR39	AN	TIM WENGER
12	PAX THE SPACE SPIDER	-10	555M	F32	NWMA-1	RODNEY J THARP
12	RUN WILD	108	247E	XWABB24-1	AST	ANDREW HURA
17	KOWLOON	129	5555	OLSN911	ST-1	KEN CHIN
18	TOURIST	87	5555	JBOA100-1	SE-1	WILLIAM DANIEL
19	GOES TO 11	90	248M	ANTR27-1	CNT	JEREMY BUSH
20	KERMIT	171	255M	XMART241-2	PYC	MICHAEL STAINSBY
21	APPLE PI	168	255M	MART242	RC	ROCK KENT
22	TIGGER	57	S36M	FLTI10-1	CNW	CODY PINION
24	BELLE-ILE	243	SS53	PACI31-1	ED	DE MELLO E SOUZA
27	KAHUNA	48	S475	AERO38-1	CNT	JOHN LEITZINGER
28	LADY JANE	186	S455	HARB25-1	NFH	TOM / JANE SCHOCK
29	ELIXIR	144	2575R	APHRO101	CE	JARRED SWALWELL
29	GRACE	39	1555	JBOA122-1	SE-1	ANDY MACK

Sail	Yacht Name	Rtng	Code	Class	Club	Owners
33	HELIOS	69	4U55	BENE36.7-1	SE-1	JONATHAN KORN
35	ANGEL EYES	78	1555	JBOA99-1	SS	TIM DUMONTIER
36	MOUNTAIN	69	4455	JBOA109-1	CN-1	BERNHARD
38	SHIVA	93	1465	JBOA92S	ST-1	NATALIE PRYDE
41	RUGOSA	123	S245	TART3400	MEY	ED WILDER
43	OVERDRAFT	117	128M	FARE23-1	RVC	A HUGH WAINMAN-WOOD
44	SHADA	69	4W55	JBOA109-2	CN-1	J A WOODFIELD
45	MISTRAL	147	3542	CAL39-3	MIL	DEAN SEVON
45	ZEPHYROS	102	1765	BENE30F	AN	J. TREVOR DIMARCO
47	PATHFINDER	57	4255	JBOA120-1	RC	JIM CALNON
48	PRESTO	99	5555	VOYA48	NWMA-1	JOE/ SUE DAZEY
49	DASH	75	1565	JBOA99-1	OI	ARNOLD/ MACHTLEY
51	ELUSIVE	72	2555	C&C115-1	CN-1	JEFF WHITNEY
52	MIST	-90	3575E	TP52-1	CN-1	STEVE JOHNSON
52	SOLITAIRE	159	564M	SANZ27-1	TT	CHRIS CAUDILL
53	NEFARIOUS	54	ODR	MUMM30-ODR	ST-1	DANIEL RANDOLPH
55	BAT OUT OF HELL	54	ODR	MUMM30-ODR	ST-1	LANCE STAUGHTON
56	SEAGLASS	162	S372	JEAN34.9-SO	AN	JAMES MAHAN
57	WAR CANOE	48	1775	FARR30	CN-1	GOLDFARB/ CHRISTIANSEN
58	JAM JAM	87	S475	JBOA88-1	PYC	TOM KELLY
62	FORTUNA	72	1555	C&C115-1	CN-1	DAVID DELANOY
63	LXIII	138	1555E	JBOA27-1	CN-1	DENNIS CLARK
65	FLYING COLORS	57	1565	JEANSF3600	CN-1	JOHN FLETCHER
68	FALCON	186	5455	CAL9.2	CNW	BRYAN R MASSEY
68	GAUCHO	114	565M	ROSS930	CN-1	JOHN CAHILL
70	PAPARO	246	345M	ERIC27-1	MIL	PATRICK GREER
71	ROGUE	159	139M	ULTI20-1	EUG	BOB AMAN
71	INDIGO HORIZONTAL	111	1555	JBOA97	PM	DAVID/ SUSAN KASELER
75	MEI LI	171	5555	BENE32S5-2	MIL	GRANT L ALBERT
77	SELAH	78	S755	JBOA100-2	EH	TAD FAIRBANKS
79	RUFUS	90	ODR	MELG24-ODR	SS	TUCKER SMYTH
87	SEA PUPPY	96	654M	F24-2	SEQ	BRUCE VON BORSTEL
88	GAIA	198	SC55	ALER28-1	NONE-3	SERGE TOUCHINSKI
88	HULA	242	S435	WESL32-1	ST-1	WILLIAM / DARLENE STANGE
89	MOOSE UNKNOWN	93	S385	JBOA105-1	ST-2	JOHN AITCHISON
93	SERENITE	90	4535	BENE46-1	ST-1	VICTOR MUSHKATIN
93	MISTY	147	6W44H	CASC36-1	RC	PAMELA SESAR
94	RAKU	45	S465	JBOA111-1	OI	JUSTIN WOLFE
96	UNLEADED	51	555M	F82R	RVC	SAGERT/ BARCLAY
98	DULCE DOMUM	150	6585	HALB42-1	OI	BRUCE COFFEY
103	ANICCA	210	6542	CATA30-1	CNW	RICHARD KERBY
106	LOTUS	33	584M	MULTI	DP	PETER WALFORD
113	SABROSA	51	557MEH	HEND30	ST-1	SAUER/ SIMANIS
115	PUFF	93	S555	JBOA105-1	CN-1	SEATTLE SAILING CLUB
116	GET SET GO	75	1655	BENE35-2	RC	GARY BROWN
120	DIVA	231	SC4M	HARB20-1	EUG	ALLAN STULTS
128	SOMETHIN BETTER	237	SA4M	NEWP30-1	CNB	GREG ZIMMERMAN
137	FAR STAR	123	3545	HALB46-2	CN-1	DAVID CORNFIELD
141	WY'EAST	153	5935HR	CASC36-1	SYS	FRANK P COLISTRO

Sail	Yacht Name	Rtng	Code	Class	Club	Owners
142	OUTLIER	234	S550	CAL28-1	MIL	DENNIS KRUMM
143	LIGHT SCOUT	48	4555	JBOA120-1	RVC	KIRK PALMER
150	VELELLA	171	4465	WYLI30	SE-1	BOTTLES/ BOTTLES
161	JEOPARDY	69	4W55	JBOA109-2	CNT	EDWARD W PINKHAM
162	SANCTUARY	243	5535	NONS26-1	AN	CHARLES WEBB
163	PURPLE MARTIN	165	256M	MART242	OI	BETSY WAREHAM
164	XTASEA	189	4455	BENE305	NONE-3	BERNADETTE ALLEN
169	INVICTUS	135	5655	DUFR34-1	RVC	VERN LHOTZKY
174	BLACK MAJAC	-3	CT5F	A-CAT	NWMA-2	KIM ALFREDS
175	TRICKSTER	46	555M	F28R	SS	RAFE BESWICK
180	ZZZAP	105	S55M	HOB133-1	RVC	GREG/VANESSA ZAPUTIL
187	ROZZ	165	256M	MART242	OI	GARY RENZELMAN
212	INSUBORDINATION	93	ODR	JBOA105ODR	CN-1	LEN REZABEK
222	WHITE WING	45	394M	BARN46-1	SE-1	JOE/ GRETCHEN WILLIAMS
226	MARTHA	111	5542WKK	SCHOONER	NONE-1	SCHOONER MARTHA FOUND.
232	BLACK RABBIT	171	S545	WAUQ33-1	AN	STEPHEN ORSINI
233	CELTIC BREEZE	159	1355	ERIC35-3	SH	GLEN KNITTER
235	PEER GYNT	93	ODR	JBOA105ODR	ST-1	BILLEY/ VIOLA
239	INTUITION	81	5555	BENE36.7-1	CNB	JIM JOHANNESSEN
242	WAVELENGTH	141	5455	LASE28-1	ST-1	NICK WALDO
247	SCIROCCO	48	S455	HANS470-1	NONE-1	CHRIS NICHOLS
248	TANTIVY	69	4W55	JBOA109-2	CN-1	STUART BURNELL
253	BIG BRODERNA	-3	558M	F31R	NWMA-1	LARS STRANDBERG
256	ECLIPSE	69	4455	JBOA109-2	ST-1	KIRK FRASER
267	TREACHERY	165	256M	MART242	OI	KEN MACHTLEY
275	TIOGA	123	5555Y	50YAWL	SE-2	FRANK/ AXEL SCHATTAUER
283	SEA GEEK	150	S465	JEAN34.9-SO	CN-1	FABIO CHIUSSI
299	JADED	93	S345	JBOA105-1	CN-1	CHRIS PHOENIX
309	LAPA	69	4455	JBOA109-1	CN-1	MICHAEL CAMPBELL
324	HELENE	138	3C55	FRAN51	PM	ROBERT LUBOWICKI
326	AL-HIIN	144	4545	DEHL34-1	SE-1	DANIEL/ LEE REES
348	WINDSONG	213	2345	WIN345-1	AN	ANDY STEWART
355	EXHILARATION	192	3C32	HUMC35-2	MIL	KIT BLUE
363	TASTES LIKE CHICKEN	129	ODR	JBOA80-ODR	ST-1	RICHARD DEMMLER
401	WHIFFLER	207	3535	RASM35	OI	WAREHAM FAMILY
410	ITS WHATEVER	150	13RM	I550-ODR	NONE-2	STEPHEN MORAN
440	KINETIC	102	S355	JBOA105-1	NONE-1	TOWNROW/ HAYWARD
445	TAJ MAHAL	129	S455	JBOA80-1	NONE-1	DAVID SCHUTTE
456	BELEFAONTE	240	456M	SANT20-1	SYS	PHILLIP MARTINDALE
475	CORVO CV	93	S655	JBOA105-1	CN-1	TOM KERR
481	LITONYA	129	ODR	JBOA80-1	PA	MICHAEL KALAHAR
482	PANIC	93	S655	JBOA105-1	SE-1	CHUCK STEPHENS
489	IMPULSIVE	141	6545	JBOA30-1	ST-1	ULF GEORGE GWILDIS
490	SHORELESS	132	6665	JBOA30-1	JUN	ERIC KUEFFNER
491	CELEBRATION	141	5555	JBOA30-1	AN	JIM BOTTLES
495	AVALANCHE	93	ODR	JBOA105ODR	ST-1	GOR BLIMEY
519	FREE BOWL OF SOUP	93	S655	JBOA105-1	SYS	DOUGLAS SCHENK
546	STELLAR J	114	5655	JBOA80-1	CN-1	ALAN ROSS
601	CITY OF ROSES	234	563F	CASC29-2	RC	SEA SCOUTS/ KELLEY

Sail	Yacht Name	Rtng	Code	Class	Club	Owners
610	SLIPPERY WHEN WET	132	SW5M	ETCH22	RVC	BRIAN SPENCER
621	AMIDALA	93	ODR	JBOA105ODR	NONE-1	MICHAEL HAMILTON
633	BACKSLIDER	219	5454	CAL27-2	ST-1	SENN/ SWEUM
643	BEAVER	228	565F	CASC29-2	RC	SCOUTS/ STEPHENS
660	B FAST	141	S95M	ETCH22	NONE-1	WILLIAM WEINSTEIN
702	CLARISSA	168	S75F	SOLG27-1	OI	CARL SANDERS
705	JAMMIN	129	ODR	JBOA80-ODR	GH	BAD COMPANY LLC MITCHELL
710	ZATARA	231	555M	SANJ24-1	OH	BILL/ CATHY WALKER
737	VERTIGO	117	127MR	VERT26-1	OK	SHANNON BUYS
832	MYST	90	3G6M	MELG24-1	PYC	ROD BUCK
900	SUNDAY	198	475M	THUN26-1	MIL	BRIAN DALE
918	INFERNO	237	556M	SANT20-1	AN	STEPHEN ORSINI
1005	RUSH	129	ODR	JBOA80-ODR	ST-2	PHILIP DEAN
1008	SWAN	195	584M	THUN26-1	CNW	GARY W M DAVIS
1016	MY SUNSHINE	168	4542	CATA36-2	MIL	BOND/ BACON
1119	VUJA DE	195	ODR	THUN26-ODR	OR	GERALGILBERT
1163	MONOMOY3	129	ODR	JBOA80-ODR	CN-1	SCOTT R VOKEY
1179	PROSPERO	195	ODR	THUN26-ODR	CE	JOHN BENNETT
1360	EYE 2 EYE	126	148M	JBOA70-1	NONE-1	DAVID COHEN
1376	WATER STREET	252	554M	CAL24-2	ST-1	MARK JACKSON
1409	EVERGREEN DREAMS	174	4355	CATA36-3	RVC	M ROBERTA CAMPBELL
1424	GRAY JAY	201	S56M	JBOA22-1	NONE-1	NEPTUNE SAILING CLUB
1427	MOYA	201	S56M	JBOA22-1	NONE-1	NEPTUNE SAILING CLUB
1660	MATA HARI	147	5555	CATA36-2	CN-1	JEFF BLYTH
1717	BLUE	-42	1475	RIPT41	NONE-1	MICHAEL SCHOENDORF
1820	CON BRIO	102	6835	JEAN42-1	ST-1	TOM WARD
2952	BITE ME	183	655M	JBOA24-1	SYS	PHILLIP CAMPAGNA
3220	CHEAP THRILLS	186	ODR	JBOA24-ODR	SS	PAUL PAROFF
3466	EMERALD LADY	222	4555	CATA27-1	CNW	THOMAS A BARRETT
3865	65_REDROSES II	45	1465	JBOA111-1	RVN	BRUCE CHAN
3909	ABSOLUTELY	18	5555	FARR39ML	CN-1	CHARLIE MACAULAY
4670	KANZA	240	434M	CATA25-3	ST-1	DREW THOMPSON
4923	ISOLA	219	3453	CATA30-1	MIL	JAMES STEIN
6328	CAT'S PAWS	243	2254	CATA27-1	MIL	STEVE LUCAS
7019	PACIFICA	123	5545	NEVI49-1	NONE-1	DOUGLAS JONES
7240	MADRUGADOR	129	6545	CAL40-1	CN-1	IRISH/ MADRUGADOR SYND.
7668	HOOLIGAN	129	6545	CAL40-1	PM	PENNY BENZ
7828	AUDACIOUS	57	5555	BENE40.7-1	ST-1	WILLIAM CORKY BROWN
7946	SPECTRE	129	5555	CAL40-1	SE-2	LEE ROGGE
8122	GADZOOKS	141	5555	JBOA30-1	OK	REX DUPUIS
8939	BACK BAY	117	4655	CAL39-2T	NONE-1	PETER SCHOENBURG
8948	HIGH NOON	78	4755	C8948	SEAS	SEAN BOILY
9678	WHITE SQUALL	132	8545	XCAL40	TA	ROGER J DEITZ
9700	DARK STAR	-24	S365	RIPT44	CN-1	JONATHAN MCKEE
10115	ZIG ZAG	75	1555	TART101	SS	AARON SCHOFIELD
11211	RIVA	36	1465	JBOA121-1	PYC	SCOTT CAMPBELL
14965	FAIRWYN	207	2333	C14956	AN	RICHARD LELAND
17055	LUCKY STAR	213	6835	CUST47	PM	CRAIG DOWNEY
18009	WILD THING	195	575M	SANT525	CNT	JOHN COYNE

Sail	Yacht Name	Rtng	Code	Class	Club	Owners
18084	BARNESTORMER	141	3564	PETR34-1	PYC	ROBERT K BARNES
18177	DJINN	147	5445	JBOA30-1	SS	JOHN MARTENS
18199	SCOUNDREL	99	ODR	OLSN30-ODR	NONE-1	ANDREW NELSON
18266	RE-QUEST	72	5555	EXPR37-1	CN-1	ALEX WETMORE
18299	SEEKER	156	3555	PRET35-1	SH	KEN GREFF
18320	GREAT WHITE	72	5555	JBOA35-1	CNW	DAN L WIERMAN
18324	ROCK PAPER SCISSORS	72	5555	EXPR37-1	SS	HANS SEEGER
18363	ESPRESSO	150	556M	EXPR27-1	MIL	BRAD ABELS
18559	SUGABEE	180	355M	OLSN25-1	ST-1	RICHARD HEMMEN
18715	BLUE MAX	144	S575	APHRO101	TT	CHARLES HENDRICK
18727	BLADE RUNNER	156	556M	SANZ27-1	BL	WARD NAVIAUX
18944	SIR ISAAC	93	4665	BURPS49	NONE-1	JOHN/ ANN BAILEY
19255	PASA TIEMPO	204	1554H	C&C30-1	RVC	RON LINDSAY
19823	TOKOLOSH II	225	5565	NSTR30-1	RVC	ROLF SCHMIDT
21441	KID A	150	13RM	I550-ODR	SS	DAN O'BRIEN
25064	KORINA KORINA	66	4545	C25064	SS	JON W KNUDSON
25359	ALSEK	93	3570	QUES30-1	CNB	THEO SINGELIS
25365	CHARLOTTE	96	5455	QUES30-1	CN-1	ALLEN JOHNSON
28060	SCHEME	114	555M	NO BOAT	ST-1	JOOSTEN/ ROGERS
28112	WIND CHASER	153	2555	ERIC35-3	GH	MICHAEL J MORDUE
28128	PELL MELL	150	565M	SUTT27-1	ST-1	ALEX P SIMANIS
28206	MIDNIGHT ESCAPE	186	555M	KIRB25-1	ST-1	BORGE ELLINGSEN
28242	HEART OF GOLD	21	5555	SCHUM50	FH	JIM/ SUE CORENMAN
28642	VELOCITY	72	6555	JBOA42-1	PYC	THOMAS KEFFER
29456	CHEROKEE	156	5545	CAL33-1	TT	PAT STEWART
29647	WILL O THE WISP	45	5755	XPETR41-2	RVC	JEFF ECKARD
29722	WINDSHIFT	200	4S65	ALBN30-B	CNB	ROBERT JENKINS
29807	BLACKFOOT	153	555M1	HOTF27-1	BL	MIKE CORCORAN
30699	DEMI MOORE	171	554M	MOOR24-1	SS	PER LUNDGREN
31061	LEKKER	192	4565	SANJ28-1	ST-1	HELGI FELIXSON
32597	SALIENT	87	249M		CNP	JAY THIELE
32888	TERROR	87	656ME	EVEL32-2	AST	BARRAN/ ANTHONY
32917	WARPATH	21	2J7M	MELG32-1	NONE-1	HOWE / JANNEY
33759	KAITOA	96	3U8MK	ROSS930	RVC	ALBERT VAN AKKER
34051	MAGNUM	165	355M	C&C31T	RVC	ANDRE BELCOURT
34498	THIRSTY	129	3555	C&C35-3	RC	ALAN BERGEN
34844	NOR"WESTER	111	5555	C&C38-2	PL	JOHN NEESZ
35016	SHREK	36	SX55	1D35-1	CN-1	JOHN HOAG
36000	TACHYON	18	2565E	FARR39	SE-1	NICHOLAS LEEDE
36047	WAVE DANCER	108	3655	NEWY36-1	RC	STEPHEN P MOSHOFSKY
39010	RUNAWAY	141	5544	NORL34	SE-1	PHIL CALVERT
39328	BANDIT	213	355M	RANC26-1	CE	DAVID M GOW
39465	CHANTERELLE	195	6535	SPEN31-1	RVC	JOHN NIELSEN
39504	EYE CANDY	39	ODR	FARR395-ODR	SE-1	JAMES MARTA
39528	TIME WARP	39	ODR	FARR395-ODR	CN-1	PETER NELSON
39616	IGNITOR	204	4655	MART29T	ST-1	RON ERNST
39742	BLUE JEANS	201	6664	C&C27-3	ST-1	WILLIAM CORKY BROWN
40079	ASTRA	18	1S55	FARR40-3	RC	MARK DUNHAM
40248	SHEARWATER	69	5655	JBOA35-1	CNT	KARL HAFLINGER

Sail	Yacht Name	Rtng	Code	Class	Club	Owners
40427	WIZARD	135	455M	JBOA27-1	ST-1	LEO S MORALES
40432	AIRFARE	81	3555	CENT42-1	SH	GUY/ JUDI BUELL
40622	GRACE E	72	5555	JBOA35-1	CNT	BRIAN WHITE
41355	AVATAR	87	2445	ALDN52-1	SE-1	IAN POLL
41729	PERPLEXITY	72	5555	EXPR37-1	ST-1	JOHN D WILKERSON
42520	FRANCY	84	4535	THOM35-1	CE	GAY E MORRIS
43747	INTUITION	75	5555	C&C37-3	PM	DAVID LYNCH
44194	MEPHISTO	219	2352	C&C29-1	RVC	PETER MILLS
46085	FINALE	69	5555	SWAN46-2	CNT	ROGER/ CONSTANCE HILLS
46137	HULA GIRL	-6	S565	SANZ52-2	MIL	THOMAS BUUS
46217	MAGDALENA	42	5655	JBOA120-1	CNW	MATTHEW GARDNER-BROWN
46489	WIND DANCER	138	2345E	TART3800	CN-1	CHRIS MCMULDROCH
46720	NORTH STAR	51	5755	BENE40.7-1	CN-1	CLIFTON TESCHKE
46954	HYAK	105	1155	C&C110-2	RVC	PIERRE VALLEE
49094	SNAKE EYES	135	5552	CHOA37-1	BR	JOHN MITCHELL
49495	RITALIN	171	5455	BENE30E	NONE-1	CHAD DODD
49589	STRIDER	129	4645	HOTF31-1	SS	PAUL CASE
50039	RAVEN	24	5555	CM1200	RVC	NASMYTH / HAWKER
50330	FLASH	15	5755	JBOA130-1	ST-1	JERRY L MCKAY
50791	WITH GRACE	57	4345	JBOA120-1	CN-1	CHRIS JOHNSON
50921	REDLINE	90	257M	ANTR27-1	SS	KYLE REESE CASSAL
51697	GARUFA	207	SV85	FREE32-1	BL	NEIL BENNETT
51707	BELTANE	78	5545	DEHL41	SE-1	KEN MACDONALD
51847	HRAVN	69	4455	JBOA109-2	CNB	TODD KOETJE
51910	TATOOSH	57	5545K	SWAN51	NONE-1	G. THOMAS HUTTON
51911	CREATIVE	93	ODR	JBOA105ODR	ST-1	ALLEN HUGHES
52529	CONSTELLATION	24	555M	JBOA133-1	CNT	RON HOLBROOK
52725	SONIC	-90	1475K	TP52-1	CN-1	MARK OMILIAN
52804	DIFFERENT DRUMMER	81	5555	CENT40S	CN-1	CHARLES HILL
52854	ZEN NO ZEN II	81	4655	SABR426	IYC	ROSS BERNARD
52953	FELICITA	45	5555		SS	RALPH VENDELAND
55155	ZVI	-102	1365	RP55	SE-1	ALAN LUBNER
56500	GARDYLOO	63	5555	IMX38	CNT	ERIC J. NELSON
57573	FREEFLYTE	180	3565	FREY39-1	NONE-1	JONATHAN M CRUSE
57894	MALOLO	156	556M	SANZ27-1	SEQ	ALAN CLARK
59014	WHIRLAWAY	225	665M	SANJ24-1	SYS	WILLIAM WILKERSON
59059	PANGAEA	105	5555	BALT39-1	AN	MAC MADENWALD
59171	CANDO	165	1545	YAMA33-1	RC	RENE DIDIER EMCH
59297	JABEZ	192	4455	RANC30-1	MIL	DAVE HETT
59368	MOLA MOLA	231	5555	ERIC25+	CE	SCOTT BASS
59382	LADY TOO	201	4554	SANJ28-1	ST-1	DAMON DARLEY
59427	ALDEBARAN	147	3555	C&C33-2	NONE-3	GREG DESILETS
59494	NIGHT RUNNER	81	4555	PERR42-2	SE-1	DOUG FRYER
59500	FIRST LIGHT	54	4555	BENE47.7-2	SE-1	DORR ANDERSON
59512	TONIC	132	4955	RODG34-1	CN-1	MARK BRINK
59567	RATTLER	102	455M	OLSN30-1	AST	MICHAEL S CAMPBELL
59604	PERFECT 10	144	4535	TARTTEN	QUAR	ALEX WIGLEY
59660	SACHEM	60	5555	PETR44S	CN-1	WILLIAM BUCHAN
59718	SIDEWINDER	99	555M	OLSN30-1	TA	MIKE/ BRAD JONES

Sail	Yacht Name	Rtng	Code	Class	Club	Owners
59879	ENDANGERED SPECIES	120	1275	GUZZ30-1	NONE-1	TODD FEINROTH
59902	TERRAMOTO	30	126EE	RIPT35-3	CN-1	WILLIAM WEINSTEIN
59924	ECHO	141	2365	CATA38-1	NONE-1	BILL MILLER
59946	RED SPLASH	123	3555	XYAC342-2	CNT	DON/ DEBBIE MCADAMS
60140	HYDRA	21	S565	KING40	ST-1	BRYAN AGNETTA
60159	OUT OF THE BLUE	96	1385	LS30	CNT	ED JACOBS
60667	NEPTUNE'S CAR	-75	6555	SANZ70-1	CN-1	PAUL LAMARCHE
60680	LATITUDE	93	3755	JEAN409	ST-1	BILL GIBSON
60733	GRATITUDE	117	SC35	HANS415	CN-1	DAVID BARNES
60919	EQUUS	63	4755	JEAN509	TT	DEAN / CONTI
61052	TRUE LOVE	108	2575	SPEN1330A	SE-1	STEVE SMOLINKSE
61093	ASYLUM	174	1332	BENE38M-2	AN	MURRAY LAIDLEY
61186	AKARI II	126	2554	DUFR38C-1	ST-1	DAVE PELLERIN
61228	SEA DRAGON	198	555M	LAG42	NWMA-1	MICHAEL WILLIAMS
61267	EQUILIBRIUM	156	3352	BENE393-1	NONE-1	NATHAN/ VANESSA KUNDTZ
64905	DRUM	75	446M	F 27 TRI	NWMA-1	ROBINSON
64985	LIBERTY	123	5555	C&C35-3	SS	H ANDREW SALLER, JR
64996	WILLIE TIPIT	78	5565	SR33-1	SS	CHARLES NORMAN
64996	HAPPY SEAL	123	4865	JBOA32-1	MIL	DENNIS B MARSDEN
67807	FIASCO	99	ODR	OLSN30-ODR	RVC	ARTHUR HESFORD
67993	WILY	129	555K	WYLI34-1	MIL	DAVID HANDEWITH
69022	JUGO	66	S245	JBOA120-1	PYC	ROBERT HODSON
69027	ALESHANEE	145	5555	ERIC35-3	TWSA	CONNIE PETERSON
69051	SPIRIT	81	5555	BENE36.7-1	SS	STEPHEN L. JONES
69053	BOOMER	165	ODR	MART242-ODR	SE-1	MICHAEL MERRICK
69061	POKE & DESTROY	93	5555E	EVEL32-2	ST-2	ALEX P SIMANIS
69087	STRING THEORY	57	5655	OLSN40-1	CN-1	BOB KING
69112	THE BOSS	72	5555	JBOA35-1	CNW	CHAD STENWICK
69127	SPIRIT	96	555M	HOB133-1	LA	DUANE BROYLES
69137	JUNKYARD DOG	159	565M	CHOA27-1	SYS	JAMES SEVERS
69160	ESCAPE	79	MULTI	F27	NWMA-1	YURY PALATNIK
69162	MOSIMO	243	355M	USY25-1	SE-1	SHERIDAN FERGUSON
69262	FLICKA	72	5555	JBOA35-1	CNT	ERIC JOHNSON
69299	SLICK	120	555M	JBOA29M	CNT	CHRISTINE NELSON
69320	RUBICON	135	554M	STW09.1	CNB	DAVID KLINGBIEL
69326	SEA TREK II	171	5555	CATA34-1	SH	MADDEN/ MIDTTUN
69369	CHINOOK	138	454M	STW09.1	TT	JOHN HOAG
69378	OUTLAW	72	ODR	JBOA35-ODR	BL	JONATHAN KNOWLES
69494	WHISTLING SWAN	156	6555	ISLA36-1	ST-2	WILLIAM PIRRIE
69598	OBSESSION	93	5555	FRER38-1	CNT	STEPHEN D RYAN
69600	SEABISCUIT	81	S555	THOM35-2	TT	ANDREW NORTON
69660	DECLARATION OF INDEPENDEN	72	5555	EXPR37-1	SE-2	BRIAN WATKINS
69708	PASSION	78	4545	BENE435-2	GH	JOHNSTON/ RICE
69802	ELIXIR	123	1555	XYAC99	SYS	MARK FISCHER
69830	RAGE	-57	1535	C69830	CNP	DAVID RANEY
69874	MI HIJITA	120	5452	JEAN44-1	NONE-1	RODERICK MCLACHLAN
69900	SHADOWFAX	117	2545	JBOA35-2	CN-1	DAVID JADE
69914	MADAME PELE	108	5555EKK	DAVI29-1	LI	TOM ANDREWES
69919	SON OF RAVEN	15	858M	F31TRI	NWMA-1	CHRIS S SHERMAN

Sail	Yacht Name	Rtng	Code	Class	Club	Owners
69920	FELICITY	135	5355	C&C36-1	CE	PETER W STEPHENS
69927	BALDER 2	126	5545	ERIC38-2	SS	JOSEPH DOWNING
73329	BREAKAWAY	111	4555	OLSN34E-2	PYC	DAN PETRIN
73392	BODACIOUS	129	5655	BENE35S5-1	SS	J ROSENBAACH
73399	TANTALUS	75	5555	EXPR37-2	CN-1	OLE HOVLAND
74244	TATSAO	147	5455	GOMX30-1	MIL	DURELL HERMAN
74329	WIND CHILD	108	5945	BENE36S7-2	SEQ	RUDY HEESSELS
74391	ZULU	66	1565	C74391	RVC	MARK INSLEY
74399	ZAMBUCA	69	1565	C&C115-1	SE-1	ANDY ROTTLER
74405	JYNX	9	5365	JBOA160-2	SID	DON JEFFERS
74427	RED SHEILLA	66	4675	BENE49-1	RVC	JIM INNES
75111	HOOLIGAN	42	S565	JBOA111-1	SE-1	THOMAS O'BRIEN
77058	NIMBUS	177	565MH	EVEL26-1	TT	MARK HARANG
77108	OUTLAW	138	6555	JBOA30-1	CN-1	STORM /GOSSETT
77233	JOYANT	81	5555	JBOA36-1	RVC	WILLIAM EHMANN
79003	GAN Y DWR	69	5455	C&C121-1	SS	JONES/ LANE
79005	OSPREY	162	5315	LUDR44-1	PL	STEPHEN A HULSIZER
79030	FREDA MAE	-9	656MK	F31R	NWMA-1	VINCENT B DEPILLIS
79039	KYRNOS	3	S555	BARN57	SE-1	FRED LAFFITTE
79044	ROCKET GIRL	64	117M	F28CCTRI	NWMA-1	JEFF HART
79058	GONE WITH THE WIND	108	5555	C&C99-1	PA	RON HENDRICKS
79063	SIRIUS	135	4555	JBOA32-1	SEQ	DURKEE B RICHARDS
79070	FROG PRINTS	177	3345	DUFR34-2	ST-2	ONDERS/ WILBUR
79103	DULCINEA	195	5545	CAL28-2	MIL	JEFF SCHROEHER
79106	AJA	171	1555	ERIC35-2	AST	RICHARD ELSTROM
79127	INTUITIVE	108	3545	C&C34-2	CE	PAUL VEZETINSKI
79145	KYRIE	150	4545	CANS36-2	CE	DAVID ODENDAHL
79154	SANS SOUCI	177	4545	CAL31-1	MIL	STEVEN CARLSON
79175	IMAGE	129	5555	CATA38-1	ST-1	MARC A KLIMASCHEWSKI
79182	FOLIE A DEUX	133	5555	BENE35S5-1	SS	JEFF/ JOY JOHNSON
79747	OVERTIME	81	S77M	XROSS930	ST-1	ED SNYDERS
79836	DARWIN	168	5552	PDQ36	CN-1	MADDEN/ MIDTTUN
79838	SEAQUEL	222	5354	CAL27-3	SS	HENRY BROOKS
79844	EXQUAY EXPLORATIONS	141	3522	BENE432-1	SAU	DEBRA ANDERS
79845	KINGLET	27	555M	F22R	NWMA-1	PAUL SERAFIN
79846	REIVER	174	S245R	174	NONE-1	CLAY WALTON-HOUSE
87192	CAMOUFLAGE	45	5555	XFRER45	SS	HERNAN ETCHETO
87210	PERFECTLY STRANGE	174	466M	POCK22-1	ST-1	PAUL E KALINA
87652	ALTAIR	72	5555	JBOA35-1	SS	JASON VANNICE
87730	DIVINE WIND	180	355M	OLSN25-1	ST-2	RICHARD LOTZ
87788	TRANQUILLITE'	78	3545	SWAN46-2	ST-1	JACK SHANNON
87807	MARGARET	141	4555	ERIC38-1	AST	DAVID SHEPERDSON
97279	STRAY CURRENTS	81	S555	JBOA35-1	PYC	STANLEY K HEIL
97600	KEET	93	5555	JBOA33-1	BL	MICHAEL POWELL
97848	INTREPID	72	6455	JBOA35-1	SS	PATRICK ROBINSON
	NO BOAT		NO BOAT	NO BOAT	ST-1	ERIC FINN
	NO BOAT DIRECTOR		NO BOAT	NO BOAT	PYC	MARY STAINSBY
	NO BOAT		NO BOAT	NO BOAT	NONE-1	MARY WHITE
	HONORARY MBR		NO BOAT	NO BOAT	CN-1	DAVID M BLAKEMORE

	HONORAY MBR		BO BOAT	NO BOAT	TA	WILLIAM R NELSON
	HONORARY MBR		NO BOAT	NO BOAT	MIL	ALAN GRIM

ALPHABETICAL LIST OF MEMBERS

Yacht Name	Sail	Rtng	Code	Class	Club	Owners
65_REDROSES II	3865	45	1465	JBOA111-1	RVN	BRUCE CHAN
ABSOLUTELY	3909	18	5555	FARR39ML	CN-1	CHARLIE MACAULAY
AIRFARE	40432	81	3555	CENT42-1	SH	GUY/ JUDI BUELL
AJA	79106	171	1555	ERIC35-2	AST	RICHARD ELSTROM
AKARI II	61186	126	2554	DUFR38C-1	ST-1	DAVE PELLERIN
ALDEBARAN	59427	147	3555	C&C33-2	NONE-3	GREG DESILETS
ALESHANEE	69027	145	5555	ERIC35-3	TWSA	CONNIE PETERSON
AL-HIIN	326	144	4545	DEHL34-1	SE-1	DANIEL/ LEE REES
ALSEK	25359	93	3570	QUES30-1	CNB	THEO SINGELIS
ALTAIR	87652	72	5555	JBOA35-1	SS	JASON VANNICE
AMIDALA	621	93	ODR	JBOA105ODR	NONE-1	MICHAEL HAMILTON
ANARCHY	11	57	ODR	FLT110-ODR	ST-2	TOM WARD
ANGEL EYES	35	78	1555	JBOA99-1	SS	TIM DUMONTIER
ANICCA	103	210	6542	CATA30-1	CNW	RICHARD KERBY
ANNAPURNA	5	15	ODR	FARR360D-ODR	SE-1	IAIN CHRISTENSON
APPLE PI	21	168	255M	MART242	RC	ROCK KENT
ASTA	9	174	555M	OLSN25-1	MIL	PHILIP GAY
ASTRA	40079	18	1S55	FARR40-3	RC	MARK DUNHAM
ASYLUM	61093	174	1332	BENE38M-2	AN	MURRAY LAIDLEY
AUDACIOUS	7828	57	5555	BENE40.7-1	ST-1	WILLIAM CORKY BROWN
AVALANCHE	495	93	ODR	JBOA105ODR	ST-1	GOR BLIMEY
AVATAR	41355	87	2445	ALDN52-1	SE-1	IAN POLL
B FAST	660	141	S95M	ETCH22	NONE-1	WILLIAM WEINSTEIN
BACK BAY	8939	117	4655	CAL39-2T	NONE-1	PETER SCHOENBURG
BACKSLIDER	633	219	5454	CAL27-2	ST-1	SENN/ SWEUM
BALDER 2	69927	126	5545	ERIC38-2	SS	JOSEPH DOWNING
BANDIT	39328	213	355M	RANC26-1	CE	DAVID M GOW
BARNESTORMER	18084	141	3564	PETR34-1	PYC	ROBERT K BARNES
BAT OUT OF HELL	55	54	ODR	MUMM30-ODR	ST-1	LANCE STAUGHTON
BEAVER	643	228	565F	CASC29-2	RC	SCOUTS/ STEPHENS
BELEFAONTE	456	240	456M	SANT20-1	SYS	PHILLIP MARTINDALE
BELLE-ILE	24	243	SS53	PACI31-1	ED	DE MELLO E SOUZA
BELTANE	51707	78	5545	DEHL41	SE-1	KEN MACDONALD
BIG BRODERNA	253	-3	558M	F31R	NWMA-1	LARS STRANDBERG
BITE ME	2952	183	655M	JBOA24-1	SYS	PHILLIP CAMPAGNA
BLACK MAJAC	174	-3	CT5F	A-CAT	NWMA-2	KIM ALFREDS
BLACK RABBIT	232	171	S545	WAUQ33-1	AN	STEPHEN ORSINI
BLACKFOOT	29807	153	555M1	HOTF27-1	BL	MIKE CORCORAN
BLADE RUNNER	18727	156	556M	SANZ27-1	BL	WARD NAVIAUX
BLUE	1717	-42	1475	RIPT41	NONE-1	MICHAEL SCHOENDORF
BLUE JAY	0	123	5235	BENE41-OC	CNT	RICK GARRITY
BLUE JEANS	39742	201	6664	C&C27-3	ST-1	WILLIAM CORKY BROWN
BLUE MAX	18715	144	S575	APHRO101	TT	CHARLES HENDRICK
BODACIOUS	73392	129	5655	BENE35S5-1	SS	J ROSENBAACH

Yacht Name	Sail	Rtng	Code	Class	Club	Owners
BOOMER	69053	165	ODR	MART242-ODR	SE-1	MICHAEL MERRICK
BREAKAWAY	73329	111	4555	OLSN34E-2	PYC	DAN PETRIN
CAMOUFLAGE	87192	45	5555	XFRER45	SS	HERNAN ETCHETO
CANDO	59171	165	1545	YAMA33-1	RC	RENE DIDIER EMCH
CASCADIA	0	-39	1445	SCHU77-1	CH	TOM ALBERG
CASTAWAY	0	202	4564	CATA30-2	PR	KELLY FOUST
CAT'S PAWS	6328	243	2254	CATA27-1	MIL	STEVE LUCAS
CELEBRATION	491	141	5555	JBOA30-1	AN	JIM BOTTLES
CELTIC BREEZE	233	159	1355	ERIC35-3	SH	GLEN KNITTER
CHANTERELLE	39465	195	6535	SPEN31-1	RVC	JOHN NIELSEN
CHARLOTTE	25365	96	5455	QUES30-1	CN-1	ALLEN JOHNSON
CHEAP THRILLS	3220	186	ODR	JBOA24-ODR	SS	PAUL PAROFF
CHEEKEE MONKEE	2	-21	555M	F45RC	RVC	KIM ALFREDS
CHEROKEE	29456	156	5545	CAL33-1	TT	PAT STEWART
CHINOOK	69369	138	454M	STWO9.1	TT	JOHN HOAG
CIELO SIN FIN	0	261	S343	BABA30-1	MIL	DALE BEECH
CITY OF ROSES	601	234	563F	CASC29-2	RC	SEA SCOUTS/ KELLEY
CLARISSA	702	168	S75F	SOLG27-1	OI	CARL SANDERS
CON BRIO	1820	102	6835	JEAN42-1	ST-1	TOM WARD
CONSTELLATION	52529	24	555M	JBOA133-1	CNT	RON HOLBROOK
CORSAIR	0	105	S435	HANS411-2	CNW	GARY SEIBERT
CORVO CV	475	93	S655	JBOA105-1	CN-1	TOM KERR
CREATIVE	51911	93	ODR	JBOA105ODR	ST-1	ALLEN HUGHES
DARK STAR	9700	-24	S365	RIPT44	CN-1	JONATHAN MCKEE
DARWIN	79836	168	5552	PDQ36	CN-1	MADDEN/ MIDTTUN
DASH	49	75	1565	JBOA99-1	OI	ARNOLD/ MACHTLEY
DECLARATION OF INDEPENDEN	69660	72	5555	EXPR37-1	SE-2	BRIAN WATKINS
DEMI MOORE	30699	171	554M	MOOR24-1	SS	PER LUNDGREN
DIFFERENT DRUMMER	52804	81	5555	CENT40S	CN-1	CHARLES HILL
DIVA	120	231	SC4M	HARB20-1	EUG	ALLAN STULTS
DIVINE WIND	87730	180	355M	OLSN25-1	ST-2	RICHARD LOTZ
DJINN	18177	147	5445	JBOA30-1	SS	JOHN MARTENS
DRAGONFLY	0	93	5554	JEAN41-1	BR	JOHN GUJU
DRUM	64905	75	446M	F 27 TRI	NWMA-1	ROBINSON
DULCE DOMUM	98	150	6585	HALB42-1	OI	BRUCE COFFEY
DULCINEA	79103	195	5545	CAL28-2	MIL	JEFF SCHROEHER
ECHO	59924	141	2365	CATA38-1	NONE-1	BILL MILLER
ECLIPSE	256	69	4455	JBOA109-2	ST-1	KIRK FRASER
ELIXIR	29	144	2575R	APHRO101	CE	JARRED SWALWELL
ELIXIR	69802	123	1555	XYAC99	SYS	MARK FISCHER
ELUSIVE	51	72	2555	C&C115-1	CN-1	JEFF WHITNEY
EMERALD LADY	3466	222	4555	CATA27-1	CNW	THOMAS A BARRETT
ENDANGERED SPECIES	59879	120	1275	GUZZ30-1	NONE-1	TODD FEINROTH
EQUILIBRIUM	61267	156	3352	BENE393-1	NONE-1	NATHAN/ VANESSA KUNDTZ
EQUUS	60919	63	4755	JEAN509	TT	DEAN / CONTI
ESCAPE	69160	79	MULTI	F27	NWMA-1	YURY PALATNIK
ESPRESSO	18363	150	556M	EXPR27-1	MIL	BRAD ABELS
EVERGREEN DREAMS	1409	174	4355	CATA36-3	RVC	M ROBERTA CAMPBELL
EXHILARATION	355	192	3C32	HUMC35-2	MIL	KIT BLUE

Yacht Name	Sail	Rtng	Code	Class	Club	Owners
EXQUAY EXPLORATIONS	79844	141	3522	BENE432-1	SAU	DEBRA ANDERS
EYE 2 EYE	1360	126	148M	JBOA70-1	NONE-1	DAVID COHEN
EYE CANDY	39504	39	ODR	FARR395-ODR	SE-1	JAMES MARTA
EYE EYE	3	69	145M	XJBOA90	LPO	DAVID COHEN
FAIRWYN	14965	207	2333	C14956	AN	RICHARD LELAND
FALCON	68	186	5455	CAL9.2	CNW	BRYAN R MASSEY
FANDANGO	9	195	575M	THUN26	GH	JAIME STORKMAN
FAR STAR	137	123	3545	HALB46-2	CN-1	DAVID CORNFELD
FELICITA	52953	45	5555		SS	RALPH VENDELAND
FELICITY	69920	135	5355	C&C36-1	CE	PETER W STEPHENS
FIASCO	67807	99	ODR	OLSN30-ODR	RVC	ARTHUR HESFORD
FINALE	46085	69	5555	SWAN46-2	CNT	ROGER/ CONSTANCE HILLS
FIRST LIGHT	59500	54	4555	BENE47.7-2	SE-1	DORR ANDERSON
FLASH	50330	15	5755	JBOA130-1	ST-1	JERRY L MCKAY
FLICKA	69262	72	5555	JBOA35-1	CNT	ERIC JOHNSON
FLYING COLORS	65	57	1565	JEANSF3600	CN-1	JOHN FLETCHER
FOLIE A DEUX	79182	133	5555	BENE35S5-1	SS	JEFF/ JOY JOHNSON
FORTUNA	62	72	1555	C&C115-1	CN-1	DAVID DELANOY
FRANCIS LEE	1	-3	S475	SLVR65	SE-1	KIM BOTTLES
FRANCY	42520	84	4535	THOM35-1	CE	GAY E MORRIS
FREDA MAE	79030	-9	656MK	F31R	NWMA-1	VINCENT B DEPILLIS
FREE BOWL OF SOUP	519	93	S655	JBOA105-1	SYS	DOUGLAS SCHENK
FREEFLYTE	57573	180	3565	FREY39-1	NONE-1	JONATHAN M CRUSE
FREJA	2	18	S575	AERO43-1	ST-1	JONATHAN M CRUSE
FREYA	3	114	188M	DART25-1	AN	CHRISTINE CARPENTER
FROG PRINTS	79070	177	3345	DUFR34-2	ST-2	ONDERS/ WILBUR
GADZOOKS	8122	141	5555	JBOA30-1	OK	REX DUPUIS
GAIA	88	198	SC55	ALER28-1	NONE-3	SERGE TOUCHINSKI
GAN Y DWR	79003	69	5455	C&C121-1	SS	JONES/ LANE
GARDYLOO	56500	63	5555	IMX38	CNT	ERIC J. NELSON
GARUFA	51697	207	SV85	FREE32-1	BL	NEIL BENNETT
GAUCHO	68	114	565M	ROSS930	CN-1	JOHN CAHILL
GECKO	1	99	4755	C&C99-2	MIL	JOE GECK
GET SET GO	116	75	1655	BENE35-2	RC	GARY BROWN
GOES TO 11	19	90	248M	ANTR27-1	CNT	JEREMY BUSH
GONE WITH THE WIND	79058	108	5555	C&C99-1	PA	RON HENDRICKS
GOOD ENOUGH	1	129	165M	DART25-1	NONE-2	ERIC LARSEN
GRACE	29	39	1555	JBOA122-1	SE-1	ANDY MACK
GRACE E	40622	72	5555	JBOA35-1	CNT	BRIAN WHITE
GRATITUDE	60733	117	SC35	HANS415	CN-1	DAVID BARNES
GRAY JAY	1424	201	S56M	JBOA22-1	NONE-1	NEPTUNE SAILING CLUB
GRAYLING	7	144	3634	QBOAT	ST-2	DUKE H PHAN
GREAT WHITE	18320	72	5555	JBOA35-1	CNW	DAN L WIERMAN
HAPPY SEAL	64996	123	4865	JBOA32-1	MIL	DENNIS B MARSDEN
HEART OF GOLD	28242	21	5555	SCHUM50	FH	JIM/ SUE CORENMAN
HELENE	324	138	3C55	FRAN51	PM	ROBERT LUBOWICKI
HELIOS	33	69	4U55	BENE36.7-1	SE-1	JONATHAN KORN
HIGH NOON	8948	78	4755	C8948	SEAS	SEAN BOILY
HOOLIGAN	7668	129	6545	CAL40-1	PM	PENNY BENZ

Yacht Name	Sail	Rtng	Code	Class	Club	Owners
HOOLIGAN	75111	42	S565	JBOA111-1	SE-1	THOMAS O'BRIEN
HRAVN	51847	69	4455	JBOA109-2	CNB	TODD KOETJE
HULA	88	242	S435	WESL32-1	ST-1	WILLIAM / DARLENE STANGE
HULA GIRL	46137	-6	S565	SANZ52-2	MIL	THOMAS BUUS
HYAK	46954	105	1155	C&C110-2	RVC	PIERRE VALLEE
HYDRA	60140	21	S565	KING40	ST-1	BRYAN AGNETTA
IGNITOR	39616	204	4655	MART29T	ST-1	RON ERNST
IMAGE	79175	129	5555	CATA38-1	ST-1	MARC A KLIMASCHEWSKI
IMPULSIVE	489	141	6545	JBOA30-1	ST-1	ULF GEORGE GWILDIS
INDIGO HORIZONTAL	71	111	1555	JBOA97	PM	DAVID/ SUSAN KASELER
INFERNO	918	237	556M	SANT20-1	AN	STEPHEN ORSINI
INSUBORDINATION	212	93	ODR	JBOA105ODR	CN-1	LEN REZABEK
INTREPID	97848	72	6455	JBOA35-1	SS	PATRICK ROBINSON
INTUITION	239	81	5555	BENE36.7-1	CNB	JIM JOHANNESSEN
INTUITION	43747	75	5555	C&C37-3	PM	DAVID LYNCH
INTUITIVE	79127	108	3545	C&C34-2	CE	PAUL VEZETINSKI
INVICTUS	169	135	5655	DUFR34-1	RVC	VERN LHOTZKY
ISOLA	4923	219	3453	CATA30-1	MIL	JAMES STEIN
ITS WHATEVER	410	150	13RM	I550-ODR	NONE-2	STEPHEN MORAN
JABEZ	59297	192	4455	RANC30-1	MIL	DAVE HETT
JADED	299	93	S345	JBOA105-1	CN-1	CHRIS PHOENIX
JAM JAM	58	87	S475	JBOA88-1	PYC	TOM KELLY
JAMMIN	705	129	ODR	JBOA80-ODR	GH	BAD COMPANY LLC MITCHELL
JEOPARDY	161	69	4W55	JBOA109-2	CNT	EDWARD W PINKHAM
JOYANT	77233	81	5555	JBOA36-1	RVC	WILLIAM EHMANN
JUGO	69022	66	S245	JBOA120-1	PYC	ROBERT HODSON
JUNKYARD DOG	69137	159	565M	CHOA27-1	SYS	JAMES SEVERS
JYNX	74405	9	5365	JBOA160-2	SID	DON JEFFERS
KAHUNA	27	48	S475	AERO38-1	CNT	JOHN LEITZINGER
KAITOA	33759	96	3U8MK	ROSS930	RVC	ALBERT VAN AKKER
KANZA	4670	240	434M	CATA25-3	ST-1	DREW THOMPSON
KARMA	4	117	456E	DASH34-1	CE	KEN ORLOB
KEET	97600	93	5555	JBOA33-1	BL	MICHAEL POWELL
KERMIT	20	171	255M	XMART241-2	PYC	MICHAEL STAINSBY
KID A	21441	150	13RM	I550-ODR	SS	DAN O'BRIEN
KINETIC	440	102	S355	JBOA105-1	NONE-1	TOWNROW/ HAYWARD
KINGLET	79845	27	555M	F22R	NWMA-1	PAUL SERAFIN
KORINA KORINA	25064	66	4545	C25064	SS	JON W KNUDSON
KOWLOON	17	129	5555	OLSN911	ST-1	KEN CHIN
KYRIE	79145	150	4545	CANS36-2	CE	DAVID ODENDAHL
KYRNOS	79039	3	S555	BARN57	SE-1	FRED LAFFITTE
LA DOLCE VITA	5	186	5955	HUMC30-2	SYS	SCOTT STEVENSON
LADY JANE	28	186	S455	HARB25-1	NFH	TOM / JANE SCHOCK
LADY TOO	59382	201	4554	SANJ28-1	ST-1	DAMON DARLEY
LAPA	309	69	4455	JBOA109-1	CN-1	MICHAEL CAMPBELL
LATITUDE	60680	93	3755	JEAN409	ST-1	BILL GIBSON
LEKKER	31061	192	4565	SANJ28-1	ST-1	HELGI FELIXSON
LIBERTY	64985	123	5555	C&C35-3	SS	H ANDREW SALLER, JR
LIGHT SCOUT	143	48	4555	JBOA120-1	RVC	KIRK PALMER

Yacht Name	Sail	Rtng	Code	Class	Club	Owners
LITONYA	481	129	ODR	JBOA80-1	PA	MICHAEL KALAHAR
LITTLE ANNIE	0	207	3545	BENE265-1	AN	JOHN/ GERRI GUNN
LOTUS	106	33	584M	MULTI	DP	PETER WALFORD
LUCKY STAR	17055	213	6835	CUST47	PM	CRAIG DOWNEY
LXIII	63	138	1555E	JBOA27-1	CN-1	DENNIS CLARK
MADAME PELE	69914	108	5555EKK	DAVI29-1	LI	TOM ANDREWES
MADRUGADOR	7240	129	6545	CAL40-1	CN-1	IRISH/ MADRUGADOR SYND.
MAGDALENA	46217	42	5655	JBOA120-1	CNW	MATTHEW GARDNER-BROWN
MAGNUM	34051	165	355M	C&C31T	RVC	ANDRE BELCOURT
MALOLO	57894	156	556M	SANZ27-1	SEQ	ALAN CLARK
MARGARET	87807	141	4555	ERIC38-1	AST	DAVID SHEPERDSON
MARTHA	226	111	5542WKK	SCHOONER	NONE-1	SCHOONER MARTHA FOUND.
MATA HARI	1660	147	5555	CATA36-2	CN-1	JEFF BLYTH
MEI LI	75	171	5555	BENE32S5-2	MIL	GRANT L ALBERT
MEPHISTO	44194	219	2352	C&C29-1	RVC	PETER MILLS
MI HIJITA	69874	120	5452	JEAN44-1	NONE-1	RODERICK MCLACHLAN
MIDNIGHT ESCAPE	28206	186	555M	KIRB25-1	ST-1	BORGE ELLINGSEN
MIST	52	-90	3575E	TP52-1	CN-1	STEVE JOHNSON
MISTRAL	45	147	3542	CAL39-3	MIL	DEAN SEVON
MISTY	93	147	6W44H	CASC36-1	RC	PAMELA SESAR
MOLA MOLA	59368	231	5555	ERIC25+	CE	SCOTT BASS
MONOMOY3	1163	129	ODR	JBOA80-ODR	CN-1	SCOTT R VOKEY
MOOSE UNKNOWN	89	93	S385	JBOA105-1	ST-2	JOHN AITCHISON
MOSIMO	69162	243	355M	USY25-1	SE-1	SHERIDAN FERGUSON
MOUNTAIN	36	69	4455	JBOA109-1	CN-1	BERNHARD
MOYA	1427	201	S56M	JBOA22-1	NONE-1	NEPTUNE SAILING CLUB
MY SUNSHINE	1016	168	4542	CATA36-2	MIL	BOND/ BACON
MYST	832	90	3G6M	MELG24-1	PYC	ROD BUCK
NEFARIOUS	53	54	ODR	MUMM30-ODR	ST-1	DANIEL RANDOLPH
NEPTUNE'S CAR	60667	-75	6555	SANZ70-1	CN-1	PAUL LAMARCHE
NIGHT RUNNER	59494	81	4555	PERR42-2	SE-1	DOUG FRYER
NIMBUS	77058	177	565MH	EVEL26-1	TT	MARK HARANG
NOR"WESTER	34844	111	5555	C&C38-2	PL	JOHN NEESZ
NORTH STAR	46720	51	5755	BENE40.7-1	CN-1	CLIFTON TESCHKE
OBSESSION	69598	93	5555	FRER38-1	CNT	STEPHEN D RYAN
ODIN	0	96	3435	BENE46-1	CNT	TIM GARCHOW
OFF THE CHART	5	114	348M	ELL770	RVC	MICHAEL TURNER
OGOPOGO	2	117	296M	DART25-1	PM	PAUL FAGET
OSPREY	79005	162	5315	LUDR44-1	PL	STEPHEN A HULSIZER
OUT OF THE BLUE	60159	96	1385	LS30	CNT	ED JACOBS
OUTLAW	69378	72	ODR	JBOA35-ODR	BL	JONATHAN KNOWLES
OUTLAW	77108	138	6555	JBOA30-1	CN-1	STORM /GOSSETT
OUTLIER	142	234	S550	CAL28-1	MIL	DENNIS KRUMM
OVERDRAFT	43	117	128M	FARE23-1	RVC	A HUGH WAINMAN-WOOD
OVERTIME	79747	81	S77M	XROSS930	ST-1	ED SNYDERS
PACIFICA	7019	123	5545	NEVI49-1	NONE-1	DOUGLAS JONES
PANGAEA	59059	105	5555	BALT39-1	AN	MAC MADENWALD
PANIC	482	93	S655	JBOA105-1	SE-1	CHUCK STEPHENS
PAPARO	70	246	345M	ERIC27-1	MIL	PATRICK GREER

Yacht Name	Sail	Rtng	Code	Class	Club	Owners
PASA TIEMPO	19255	204	1554H	C&C30-1	RVC	RON LINDSAY
PASSION	69708	78	4545	BENE435-2	GH	JOHNSTON/ RICE
PATHFINDER	47	57	4255	JBOA120-1	RC	JIM CALNON
PAX THE SPACE SPIDER	12	-10	555M	F32	NWMA-1	RODNEY J THARP
PEER GYNT	235	93	ODR	JBOA105ODR	ST-1	BILLEY/ VIOLA
PELL MELL	28128	150	565M	SUTT27-1	ST-1	ALEX P SIMANIS
PERFECT 10	59604	144	4535	TARTTEN	QUAR	ALEX WIGLEY
PERFECTLY STRANGE	87210	174	466M	POCK22-1	ST-1	PAUL E KALINA
PERPLEXITY	41729	72	5555	EXPR37-1	ST-1	JOHN D WILKERSON
POKE & DESTROY	69061	93	5555E	EVEL32-2	ST-2	ALEX P SIMANIS
PRESTO	48	99	5555	VOYA48	NWMA-1	JOE/ SUE DAZEY
PROSPERO	1179	195	ODR	THUN26-ODR	CE	JOHN BENNETT
PTERODACTYL	0	84	555M	STREAK24	NONE-3	SHAWN DUNAND
PUFF	115	93	S555	JBOA105-1	CN-1	SEATTLE SAILING CLUB
PULELEHUA	8	114	564M	DASH34-1	NONE-1	MATT WALLIS
PURPLE MARTIN	163	165	256M	MART242	OI	BETSY WAREHAM
RAGE	69830	-57	1535	C69830	CNP	DAVID RANEY
RAKU	94	45	S465	JBOA111-1	OI	JUSTIN WOLFE
RATTLER	59567	102	455M	OLSN30-1	AST	MICHAEL S CAMPBELL
RAVEN	50039	24	5555	CM1200	RVC	NASMYTH / HAWKER
RED SHEILLA	74427	66	4675	BENE49-1	RVC	JIM INNES
RED SPLASH	59946	123	3555	XYAC342-2	CNT	DON/ DEBBIE MCADAMS
REDLINE	50921	90	257M	ANTR27-1	SS	KYLE REESE CASSAL
REIVER	79846	174	S245R	174	NONE-1	CLAY WALTON-HOUSE
RE-QUEST	18266	72	5555	EXPR37-1	CN-1	ALEX WETMORE
RITALIN	49495	171	5455	BENE30E	NONE-1	CHAD DODD
RIVA	11211	36	1465	JBOA121-1	PYC	SCOTT CAMPBELL
ROCK PAPER SCISSORS	18324	72	5555	EXPR37-1	SS	HANS SEEGER
ROCKET GIRL	79044	64	117M	F28CCTRI	NWMA-1	JEFF HART
ROGUE	71	159	139M	ULTI20-1	EUG	BOB AMAN
ROZZ	187	165	256M	MART242	OI	GARY RENZELMAN
RUBICON	69320	135	554M	STW09.1	CNB	DAVID KLINGBIEL
RUFUS	79	90	ODR	MELG24-ODR	SS	TUCKER SMYTH
RUGOSA	41	123	S245	TART3400	MEY	ED WILDER
RUN WILD	12	108	247E	XWABB24-1	AST	ANDREW HURA
RUNAWAY	39010	141	5544	NORL34	SE-1	PHIL CALVERT
RUSH	1005	129	ODR	JBOA80-ODR	ST-2	PHILIP DEAN
SABROSA	113	51	557MEH	HEND30	ST-1	SAUER/ SIMANIS
SACHEM	59660	60	5555	PETR44S	CN-1	WILLIAM BUCHAN
SALIENT	32597	87	249M		CNP	JAY THIELE
SANCTUARY	162	243	5535	NONS26-1	AN	CHARLES WEBB
SANS SOUCI	79154	177	4545	CAL31-1	MIL	STEVEN CARLSON
SCHEME	28060	114	555M	NO BOAT	ST-1	JOOSTEN/ ROGERS
SCIROCCO	247	48	S455	HANS470-1	NONE-1	CHRIS NICHOLS
SCOUNDREL	18199	99	ODR	OLSN30-ODR	NONE-1	ANDREW NELSON
SEA DRAGON	61228	198	555M	LAG42	NWMA-1	MICHAEL WILLIAMS
SEA GEEK	283	150	S465	JEAN34.9-SO	CN-1	FABIO CHIUSSI
SEA PUPPY	87	96	654M	F24-2	SEQ	BRUCE VON BORSTEL
SEA TREK II	69326	171	5555	CATA34-1	SH	MADDEN/ MIDTTUN

Yacht Name	Sail	Rtng	Code	Class	Club	Owners
SEABISCUIT	69600	81	S555	THOM35-2	TT	ANDREW NORTON
SEAGLASS	56	162	S372	JEAN34.9-SO	AN	JAMES MAHAN
SEAQUEL	79838	222	5354	CAL27-3	SS	HENRY BROOKS
SEEKER	18299	156	3555	PRET35-1	SH	KEN GREFF
SELAH	77	78	S755	JBOA100-2	EH	TAD FAIRBANKS
SERENITE	93	90	4535	BENE46-1	ST-1	VICTOR MUSHKATIN
SHADA	44	69	4W55	JBOA109-2	CN-1	J A WOODFIELD
SHADOWFAX	69900	117	2545	JBOA35-2	CN-1	DAVID JADE
SHEARWATER	40248	69	5655	JBOA35-1	CNT	KARL HAFLINGER
SHIVA	38	93	1465	JBOA92S	ST-1	NATALIE PRYDE
SHORELESS	490	132	6665	JBOA30-1	JUN	ERIC KUEFFNER
SHREK	35016	36	SX55	1D35-1	CN-1	JOHN HOAG
SIDEWINDER	59718	99	555M	OLSN30-1	TA	MIKE/ BRAD JONES
SIR ISAAC	18944	93	4665	BURPS49	NONE-1	JOHN/ ANN BAILEY
SIRIUS	79063	135	4555	JBOA32-1	SEQ	DURKEE B RICHARDS
SLICK	69299	120	555M	JBOA29M	CNT	CHRISTINE NELSON
SLIPPERY WHEN WET	610	132	SW5M	ETCH22	RVC	BRIAN SPENCER
SNAKE EYES	49094	135	5552	CHOA37-1	BR	JOHN MITCHELL
SOLITAIRE	52	159	564M	SANZ27-1	TT	CHRIS CAUDILL
SOMETHIN BETTER	128	237	SA4M	NEWP30-1	CNB	GREG ZIMMERMAN
SON OF RAVEN	69919	15	858M	F31TRI	NWMA-1	CHRIS S SHERMAN
SONIC	52725	-90	1475K	TP52-1	CN-1	MARK OMILIAN
SPECTRE	7946	129	5555	CAL40-1	SE-2	LEE ROGGE
SPIRIT	69051	81	5555	BENE36.7-1	SS	STEPHEN L. JONES
SPIRIT	69127	96	555M	HOB133-1	LA	DUANE BROYLES
STELLAR J	546	114	5655	JBOA80-1	CN-1	ALAN ROSS
STRATOS	1	84	1745	JEAN410-1	SE-1	MARV TOLAND
STRAY CURRENTS	97279	81	S555	JBOA35-1	PYC	STANLEY K HEIL
STRIDER	49589	129	4645	HOTF31-1	SS	PAUL CASE
STRING THEORY	69087	57	5655	OLSN40-1	CN-1	BOB KING
SUGABEE	18559	180	355M	OLSN25-1	ST-1	RICHARD HEMMEN
SUNDAY	900	198	475M	THUN26-1	MIL	BRIAN DALE
SWAN	1008	195	584M	THUN26-1	CNW	GARY W M DAVIS
TACHYON	36000	18	2565E	FARR39	SE-1	NICHOLAS LEEDE
TAJ MAHAL	445	129	S455	JBOA80-1	NONE-1	DAVID SCHUTTE
TANTALUS	73399	75	5555	EXPR37-2	CN-1	OLE HOVLAND
TANTIVY	248	69	4W55	JBOA109-2	CN-1	STUART BURNELL
TASTES LIKE CHICKEN	363	129	ODR	JBOA80-ODR	ST-1	RICHARD DEMMLER
TATOOSH	51910	57	5545K	SWAN51	NONE-1	G. THOMAS HUTTON
TATSAO	74244	147	5455	GOMX30-1	MIL	DURELL HERMAN
TERRAMOTO	59902	30	126EE	RIPT35-3	CN-1	WILLIAM WEINSTEIN
TERROR	32888	87	656ME	EVEL32-2	AST	BARRAN/ ANTHONY
THE BOSS	69112	72	5555	JBOA35-1	CNW	CHAD STENWICK
THIRSTY	34498	129	3555	C&C35-3	RC	ALAN BERGEN
TIGGER	22	57	S36M	FLTI10-1	CNW	CODY PINION
TIME WARP	39528	39	ODR	FARR395-ODR	CN-1	PETER NELSON
TIOGA	275	123	5555Y	50YAWL	SE-2	FRANK/ AXEL SCHATTAUER
TIR NA NOG	0	135	3352	TART3700	ST-1	MCMENAMIN/ GINGERICH
TOKOLOSH II	19823	225	5565	NSTR30-1	RVC	ROLF SCHMIDT

Yacht Name	Sail	Rtng	Code	Class	Club	Owners
TONIC	59512	132	4955	RODG34-1	CN-1	MARK BRINK
TOURIST	18	87	5555	JBOA100-1	SE-1	WILLIAM DANIEL
TRANQUILLITE'	87788	78	3545	SWAN46-2	ST-1	JACK SHANNON
TREACHERY	267	165	256M	MART242	OI	KEN MACHTLEY
TRICKSTER	175	46	555M	F28R	SS	RAFE BESWICK
TRIUMPH	0	162	2455	MASN43-1	NONE-1	BENJAMIN HEMPSTEAD
TRUE LOVE	61052	108	2575	SPEN1330A	SE-1	STEVE SMOLINKSE
UNLEADED	96	51	555M	F82R	RVC	SAGERT/ BARCLAY
VELELLA	150	171	4465	WYLI30	SE-1	BOTTLES/ BOTTLES
VELOCITY	28642	72	6555	JBOA42-1	PYC	THOMAS KEFFER
VERTIGO	737	117	127MR	VERT26-1	OK	SHANNON BUYS
VUJA DE	1119	195	ODR	THUN26-ODR	OR	GERALGILBERT
WAR CANOE	57	48	1775	FARR30	CN-1	GOLDFARB/ CHRISTIANSEN
WARPATH	32917	21	2J7M	MELG32-1	NONE-1	HOWE / JANNEY
WATER STREET	1376	252	554M	CAL24-2	ST-1	MARK JACKSON
WAVE DANCER	36047	108	3655	NEWY36-1	RC	STEPHEN P MOSHOFSKY
WAVELENGTH	242	141	5455	LASE28-1	ST-1	NICK WALDO
WHIFFLER	401	207	3535	RASM35	OI	WAREHAM FAMILY
WHIRLAWAY	59014	225	665M	SANJ24-1	SYS	WILLIAM WILKERSON
WHISTLING SWAN	69494	156	6555	ISLA36-1	ST-2	WILLIAM PIRRIE
WHITE SQUALL	9678	132	8545	XCAL40	TA	ROGER J DEITZ
WHITE WING	222	45	394M	BARN46-1	SE-1	JOE/ GRETCHEN WILLIAMS
WILD THING	18009	195	575M	SANT525	CNT	JOHN COYNE
WILL O THE WISP	29647	45	5755	XPETR41-2	RVC	JEFF ECKARD
WILLIE TIPIT	64996	78	5565	SR33-1	SS	CHARLES NORMAN
WILY	67993	129	555K	WYLI34-1	MIL	DAVID HANDEWITH
WIND CHASER	28112	153	2555	ERIC35-3	GH	MICHAEL J MORDUE
WIND CHILD	74329	108	5945	BENE36S7-2	SEQ	RUDY HEESSELS
WIND DANCER	46489	138	2345E	TART3800	CN-1	CHRIS MCMULDROCH
WINDSHIFT	29722	200	4S65	ALBN30-B	CNB	ROBERT JENKINS
WINDSONG	348	213	2345	WIN345-1	AN	ANDY STEWART
WITH GRACE	50791	57	4345	JBOA120-1	CN-1	CHRIS JOHNSON
WIZARD	40427	135	455M	JBOA27-1	ST-1	LEO S MORALES
WY'EAST	141	153	5935HR	CASC36-1	SYS	FRANK P COLISTRO
XTASEA	164	189	4455	BENE305	NONE-3	BERNADETTE ALLEN
ZAMBUCA	74399	69	1565	C&C115-1	SE-1	ANDY ROTTLER
ZATARA	710	231	555M	SANJ24-1	OH	BILL/ CATHY WALKER
ZEN NO ZEN II	52854	81	4655	SABR426	IYC	ROSS BERNARD
ZEN YATA	11	189	1535	PERR39	AN	TIM WENGER
ZEPHYROS	45	102	1765	BENE30F	AN	J. TREVOR DIMARCO
ZIG ZAG	10115	75	1555	TART101	SS	AARON SCHOFIELD
ZULU	74391	66	1565	C74391	RVC	MARK INSLEY
ZVI	55155	-102	1365	RP55	SE-1	ALAN LUBNER
ZZZAP	180	105	S55M	HOB133-1	RVC	GREG/VANESSA ZAPUTIL
NO BOAT			NO BOAT	NO BOAT	ST-1	ERIC FINN
NO BOAT DIRECTOR			NO BOAT	NO BOAT	PYC	MARY STAINSBY
NO BOAT			NO BOAT	NO BOAT	NONE-1	MARY WHITE
HONORARY MBR			NO BOAT	NO BOAT	TA	WILLIAM R NELSON
HONORARY MBR			NO BOAT	NO BOAT	CN-1	DAVID M BLAKEMORE

HONORARY MBR			NO BOAT	NO BOAT	MIL	ALAN GRIM
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