



Pensacola a la Habana Race

Appendix B

Rules and Rating Adjustments

Modern and Classic Cruiser Divisions

Version 2.2, 8 March, 2017



The purpose of these rules and adjustments are to encourage “the spirit of cruising” and to allow cruising boats to compete with similar other boats without having to optimize for racing. These rules and adjustments are not intended for Racer Division or Racer/Cruiser Division boats seeking a less competitive division. Minimum LOA for participation in this race is 30’. The Race Committee has the sole discretion to make exceptions to this requirement on a case-by-case basis.

Classic Cruiser Division - A classic cruiser is defined as a sailing yacht greater than 25 years old and with a sail area to displacement ratio (SA/D) of 16.0 or less.

Modern Cruiser Division - A modern cruiser is defined as a sailing yacht with a sail area SA/D between 16.0 and 20.0.

The SA/D is determined using the designers/manufacturers published SA/D for the yacht. In the event there is no published SA/D, the SA/D shall be determined using the following formula: SA/D = sail area in sq. ft. divided by .667 times the displacement in cubic feet. The Race Committee has the sole discretion to make exceptions as appropriate to ensure the spirit of these divisions is maintained.

1. RULES

1.1 Entrants shall submit a currently valid GYA PHRF (or other regional PHRF) handicap certificate to serve as the baseline for any Classic Cruiser Division or Modern Cruiser Division rating adjustments. Entrants shall also submit a Classic and Modern Cruiser Division Rating Adjustment Form that shall serve as the basis for any rating adjustments. Adjustments may be granted for the items detailed in this appendix that are not included in the yacht’s valid PHRF Certificate. All rating credit and penalty adjustments shall be determined by the Race Committee and are not subject to redress. Adjustments will be made based on the vessel’s PHRF Net Rating.

1.2 Classic Cruiser Division boats will receive the adjustments, as applicable, stated in Section 2. Adjustments.

1.3 Modern Cruiser Division boats will receive 50% of the value of applicable adjustments stated in Section 2. Adjustments.

1.4 All Classic and Modern Cruising Division boats shall meet minimum accommodation and equipment requirements and have a full cruising interior as designed and built. This shall include at a minimum:

1. Berths for sleeping.
2. Permanently installed refrigerator or icebox.
3. Functional galley with stove. Pocket Cruisers may substitute a portable cooking alternative.
4. Water and fuel tanks of appropriate capacity for cruising with emergency water reserves

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and adequate fuel to motor a minimum of 200 nautical miles.

5. Internal electrical system with lights and VHF radio.
6. A legal and properly installed marine toilet.
7. At least one anchor, with chain and rode (all of a size and weight appropriate for the boat) that shall be stowed on the bow and available for immediate use.

1.5 Headsails and spinnakers shall meet the following criteria.

1. Headsails shall be either hanked-on or roller furling. The roller furling system must be operational.
2. Staysails are permitted on designated cutter rigs.
3. Fore staysails and mizzen staysails are permitted on ketches and yawls.
4. Cruising spinnakers shall be tacked to the deck. Use of a dousing sock and tacker is permitted.

1.6 The use of electric and/or hydraulic winches is permitted.

1.7 The use of autopilots and wind vane steering is permitted.

1.8 Canvas for cruising such as a Bimini type top or comparable sunshade and/or a dodger with or without a connector panel is permitted.

1.9 Use of motors for propulsion is permitted but subject to penalty. An outboard powered cruiser may raise the motor but shall leave it in the powering location.

2. ADJUSTMENTS

2.1 Motoring Penalty – Time spent motoring will be added to the corrected time at a ratio of 3:1, for each hour

spent motoring plus two additional hours added to the corrected time. Adjustments shall be made by multiplying the total motoring time by the multiplier created using the length waterline of the smallest vessel as the denominator under the length waterline of the specific vessel. Motoring is not permitted for 10 nautical miles after crossing the start line and for 5 nautical miles before crossing the finish line. Motors shall be shut off prior to the class preparatory signal or as otherwise stated in the Sailing Instructions. The skipper shall record both the position of the boat and the time at which the motor was started, and the position of the boat and the time at which the motor was turned off each time the motor is started. This information shall be recorded in a log and signed by the skipper and one crew member. In addition the log shall contain the engine hours at start of race, engine hours and vessel GPS coordinates each time the engine is started and turned off for both battery charging and motoring (shaft engaged). In order for a boat to be considered a finisher, this information must be presented to the Race Committee as specified in the Sailing Instructions. Should the positions/times indicate motor use in excess of that permitted, the boat will be scored “DSQ” (disqualified).

2.2 Non-Spinnaker Credits. Non-spinnaker boats will receive a credit of +9 sec/mile.

2.3 Sail Material Penalties – New woven polyester sails, such as Dacron and other woven polyester trade names, are considered as the base for Classic and Modern Cruiser Division boats. Rating adjustments are applied for each main and jib that does not meet this base.

1. Laminate of any kind -6 sec/mile.

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2. Laminate of any kind with one surface of any woven material -6 sec/mile.
3. Woven material of any kind other than polyester -6 sec/mile.

2.4 Excess Cruising Equipment Credits –

Classic and Modern Cruiser Division boats may receive a credit of no more than 12 seconds per mile for any combination of the following equipment. Entrants electing credits must race with all listed items in place.

1. Bimini deployed full time +3 sec/mile.
2. Dodger deployed full time +3 sec/mile.
3. Dinghy on davits +4 sec/mile.
4. Dinghy on deck +2 sec/mile.
5. Dinghy stored elsewhere +1 sec/mile.
6. An outboard motor for a dinghy shall remain in place on the transom mount while racing when credit for it is included on the rating certificate.
 - a. Dinghy outboard stored on stern pulpit +1 sec/mile for outboards less than 50 lbs.
 - b. Dinghy outboard stored on stern pulpit +3 sec/mile for 50 or more pounds.
 - c. Dinghy outboard stored elsewhere +1 sec/mile.
7. Permanently mounted solar panels +1 sec/mile.
8. Radar mounted on the mast above the spreaders +2 sec/mile.
9. Radar mounted elsewhere +1 sec/mile.
10. Permanently mounted wind generator +2 sec/mile.
11. Permanently mounted generator +3 sec/mile.
12. Portable generator +1 sec/mile.

13. Permanently mounted ice maker +2 sec/mile.
14. Permanently mounted wind vane steering +2 sec/mile.
15. Permanent below deck air conditioning +1 sec/mile.
16. Permanently mounted washer and/or dryer +2 sec/mile.
17. Life raft on deck or appropriately stowed +3 sec/mile.

2.5 Headsail Adjustments – Classic and Modern Cruiser Division boats may receive headsail adjustments as follows:

1. Headsail greater than 185% -12 sec/mile.
2. Headsail greater than 175% -9 sec/mile.
3. Headsail greater than 165% - 6 sec/mile.
4. Headsail greater than 155% - 3 sec/mile.
5. Headsail greater than 135% & less than or equal to 145% +3 sec/mile.
6. Headsail greater than 115% & less than or equal to 135% +6 sec/mile.
7. Headsail less than or equal to 115% +9 sec/mile