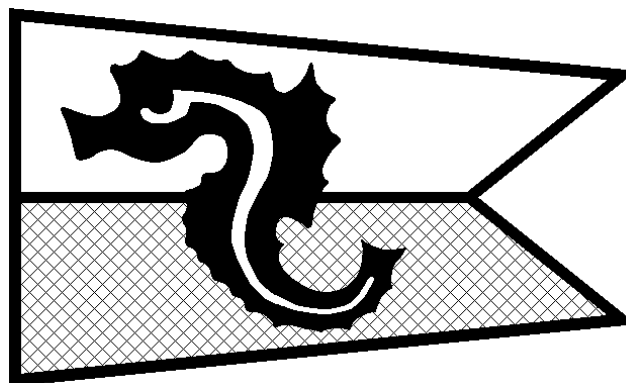


Rev.022424 **PACIFIC HANDICAP RACING FLEET OF THE
NORTHWEST CLASS RULES 2024**

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OF EACH YEAR.

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PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST 2024

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

**CURRENT CHIEF HANDICAPPER, DAVID LYNCH
CURRENT PRESIDENT, ERIC NELSON**

**ORGANIZED 1966
Seattle, Washington**

© 2004,05,06,07,08,09,10,11,12,13,14,15,16,17,18, 19, 20, 21, 22, 23, 24

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CHAPTER I

GENERAL INFORMATION PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST 2024

A. CONTACT INFORMATION:

PHRF NORTHWEST
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) From the PHRF-NW website and fill in the requested data. Once complete, email the application directly to the office, processing may take up to 2 weeks.
2. Payments must be made at the time of 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. The PHRF-NW business office will assign a handicapper to new applicants for processing. New members shall be given the handicappers contact information if they have any questions during the process.
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 final 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 of PHRF-NW is achieved on an annual basis, by paying the Annual Dues January 1st.

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 the application by email directly to the PHRF NW Business Office.
4. If you have paid dues for the current year, do not pay again. If you are not a current member, you must pay for membership.

D. ANNUAL DUES:

- 1* For all 2024 members paying before January 1st, \$70.00. payable in US Funds only. Payments made after December 31st pay a \$5.00 late fee. *Payments must be made online at www.phrf-nw.org.* The annual member handbook can be downloaded at www.phrf-nw.org.
2. If renewing, list sail number and name of boat, and complete questionnaire online.
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 membership 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 L. 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 over 2 years, , the member must reapply for rating and membership as outlined in Section B above.

E. BOATS NOT ELIGIBLE FOR PHRF-NW ARE:

1. LOA less than 18 feet.
2. Centerboard monohulls with no ballast for self-righting.
3. Boats requiring hiking aids including hiking straps, trapezes, hiking racks
4. Boats that do not meet requirements set in SER Section 1 and 2

F. CERTIFICATES:

1. All currently paid members of PHRF-NW will be electronically 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 and made available to race organizers upon request.
3. Alterations performed on the boat, hull, sails 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 office who will send to the handicapper.
 - a. Upon notification of any changes the Handicapper will complete all the necessary paperwork and forward it on to the Business Office 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. See Chapter 1, Section N-3.A.2 for conversion information.
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. PHRF-Northwest has two different types of ratings:
 - a. *Speed Potential Ratings (SP hereafter)*
 - b. *Multihull Ratings*

H. PHILOSOPHIC BASIS OF PHRF-NW RATINGS:

1. PHRF-NW Handicappers do not actually measure boats but rely on the honesty and goodwill of owners to supply correct rating information. Rarely, when violations are discovered, other contestants are urged to protest per US Sailing "Racing Rules of Sailing," and to also contact their Handicapper. If an owner makes a change in a PHRF-NW rated boat, the owner is obligated to report the change to the assigned 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. PHRF-NW SP ratings are the valid accepted official ratings 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 member unless otherwise specified by the sponsoring club.
2. The Roster is a list of SP ratings, complete as of the issue date. The member roster is published on the PHRF NW website at www.phrf-nw.org. The most current list of members is in the master database of the PHRF NW business office.

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 displacement 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 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. *For boats with water ballast systems, the Speed Potential of the boat assumes using a water ballast system in optimal performance configuration. As the PHRF NW Class is a US Sailing recognized Class, where a water ballasted boats holds a valid PHRF NW certificate, the PHRF NW Class Rule for water ballast shall supersede and replace US Sailing RRS51, "Moveable Ballast", only as it pertains to a water ballast designed yacht.*
3. The ratings are stated as seconds per nautical mile.
4. All boats for a given "Standard Class" shall receive the same SP Rating.
5. 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.
6. 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 OF ADDITIONS TO THE STANDARD CLASS DATABASE (SCD) ARE DETERMINED: (Rev 05/23)

1. *Data utilized for determining a Standard Yacht Rating includes, but is not necessarily limited to, the following:*

- a. *Research performed by the Responsible Handicapper to include standards in other PHRF regions, use of the US Sailing National database, and similar boats in the PHRF NW Database.*
- b. *Comparisons of gross dimensions with boats of known ratings*
- c. *Opinion of owner*
- d. *Opinions of Handicappers*
- e. *Opinions of competitors*
- f. *Observation of comparative speeds of boats with known ratings*
- g. *Calculations from race results*

2. *Yacht Standards are based on a 5-5-5 –(5 or M) code system per Chapter 2. All as sailed ratings are based on the correction factors from the Standard as noted within Chapter 2.*

3. *When no PHRF NW Standard Class Rating exists, such as for new boats with no standard, custom or one-off boats, or a boat currently rated with an existing standard that has been substantially modified from its original standard, or the modifications may meet the X boat standard designation criteria, (three or more modifications) this may require developing a new standard that reflects the modifications incorporating appropriate rating adjustments. For all new standards, the following process shall be utilized:*

- a) *An initial rating will be proposed by the Responsible Handicapper for approval by the Chief Handicapper and one (1) member of the Technical Committee. The "Responsible Handicapper" is defined as the handicapper who initially developed the yacht standard.*
- b) *The Chief Handicapper, in conjunction with no less than one additional member of the Technical Committee, will evaluate the proposed new standard and, if necessary, suggest modifications or corrections to the submitted standard*
- c) *Upon approval of the CH and one (1) member of the TC, the standard shall take effect.*

4. *A new yacht standard may be considered a "Tentative" or "T" Rating for 24 months. The Responsible Handicapper shall be responsible for review of the yacht's performance throughout the 24-month "T" period. When establishing ratings for new boats, or new "classes," the general policy shall be initially*

estimated to be on the conservative (fast) side. T rating adjustments are not intended to compensate for the novel period of time that it takes for a new boatowner or new racer to get up to speed.

- a. *"T" Ratings may be changed by the Responsible Handicapper once every 6 months in a 24-month observation period by up to 6 seconds per mile (spm) upon written request of the boat Owner and approval by the Chief Handicapper.*
- b. *Requests for changes to a T rating in excess of 6spm must be approved by the Chief Handicapper and one (1) member of the Technical Committee. The adjustment request must include supporting documentation of the yacht's performance in significant PHRF fleets where comparison to other rated yachts can reasonably be made.*
- c. *It is the responsibility of the yacht owner to provide the data that substantiates a change request.*

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 Race Organizer . 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 HANDICAPPER'S 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 the 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 Race Organizer will need to select the option which best suits the needs of the Race Organizer. PHRF-NW is unable to do this since over 125 Yacht Clubs are affected, each having a different program.
3. If a Race Organizer 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. 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.

N. SUGGESTIONS FOR RACE ORGANIZERS

1. *Race Management:*

- A. Race Organizers are requested to include the following language within their Notice of Race and subsequent Sailing Instructions when utilizing PHRF Handicaps for classes racing within an event: "All boats participating in a PHRF Class are required to be current members of PHRF-NW. For boats who are not current PHRF-NW members or are current members of PHRF Regions outside of PHRF-NW, please see PHRF-NW Class Bylaws Section 3.4 for obtaining membership prior to participating in an event"
- B. PHRF-NW members must conform to the requirements of the Race Instructions of sponsoring Race Organizer. Races are not organized by PHRF-NW, but rather by the Race Organizers PHRF-NW starts are provided at their courtesy and discretion.
- C. Boats competing in one-design fleets are eligible for overall award(s) based on PHRF-NW ratings only if they have a current PHRF-NW rating.
- D. The PHRF-NW Technical Committee shall be the Class Technical Committee per Rule 60.4 of the Racing Rules of Sailing for all regattas with at least one PHRF-NW Class. The PHRF-NW Technical Committee for an event is composed of:

1. The PHRF-NW Technical Committee for an event is composed of the following, with the purpose of addressing entry requirements of participating yachts and assisting race organizers with PHRF-NW Fleet Management

A. If the Organizing Authority is a Class A member, that Class A member's Director on the PHRF-NW Board of Directors and its appointed Handicapper.

B. If the Organizing Authority is not a Class A member or if the Class A member does not have a current Director or Handicapper, a Handicapper or Director appointed by the PHRF-NW President for that specific event.

2. The PHRF-NW Technical Committee, for the purposes of addressing specific handicapping issues on the behalf of PHRF-NW shall be composed of the Chief Handicapper (Committee Chair), the Assistant Chief Handicapper, and (3) volunteers of good standing from the Handicappers Council. Volunteer positions will be for a period of no less than (1) year

2. Class Assignments

- A. PHRF-NW understands the challenges presented to clubs and race organizers when developing class breaks for racing utilizing a single rating number. Although the single number can be quite accurate in moderate wind ranges, boats with design characteristics that favor certain specific wind conditions over others or have the ability to plane in certain conditions distort these ratings. PHRFNW believes that even when such divisions result in larger rating spreads within a class, they can produce better racing by keeping boats of similar design concepts or sailing characteristics grouped together. With this in mind, PHRF-NW recommends, when plausible based on the number of boats participating, utilizing the following criteria when designating class assignments regardless of a boat's specific rating:

1. Separate Symmetrical Spinnaker Boats from Asymmetrical Boats.

2. Utilize Sail Area/Displacement Ratio comparisons which can be helpful in designating boats in Light, Medium, and Heavy Divisions.

3. Utilize Displacement /Water Line Ratio comparisons.

4. Separate out those yachts wishing to race, but in a less competitive fashion, into a different class regardless of their rating.

3. PHRF Scoring Recommendations

A. PHRF ratings provide for the (2) different scoring options noted herein. PHRF recommends that Race Organizers select the scoring system which they determine is the best for their race program and note their selection within their NOR (Notice of Race) and SI (Sailing Instructions)

1. **Time-On-Distance Scoring:** This will require a race organizer to determine the length of the race to complete scoring. For an 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. Scoring is completed as follows:

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.	
("Ragtime" - 240 x 10 = 2,400 Sec.)		-2,400 Sec.
Corrected Time:	7,813 Sec.	7,772 Sec.

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

2. **Time-On-Time Scoring:** PHRF-NW 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:

Time On Time Conversion Factors

$$TCF = 650 / (B \text{ Factor} + T/D \text{ Rating}) \text{ (seconds per second)}$$

$$TCF = 2340000 (B \text{ Factor} + T/D \text{ Rating}) \text{ (seconds per hour)}$$

B Factor to utilize are based on Wind Speed or where the majority of the race occurs sailing upwind or downwind as follows:

480 Heavy Air or majority of course is sailed off the wind

550 Average Conditions or equal upwind/downwind race length

600 Light Air or majority of course is sailed upwind

To get the corrected time, simply multiply the elapsed finish time by the TCF as noted in the following example where "Rockseeker" rates 180 and has an elapsed time of 2h40m13s. "Ragtime" rates 240 and has an elapsed time of 2h49m32s. Wind conditions are considered "average" and course is nearly equal upwind/downwind. Scoring is completed as follows:

Cont'd on next page

Allowance: (PHRF Rating x Distance)

"Rockseeker" $TCF = (650 / 550 + 180) = .890$
"Ragtime" $TCF = (650 / 550 + 240) = .823$

Elapsed Time:	ROCKSEEKER	RAGTIME
(Convert clock time to seconds.)	9,613 Sec.	10,172 Sec.
TCF	X .890	X .823
Corrected Time:	8,555.57 Sec.	8,371.56 Sec.

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

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.

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.

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.

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.

P. US SAIL/ SAIL NUMBERS:

**Q. MEMBERS REQUEST FOR YACHT STANDARD HANDICAP REVIEW OR FLEET ANALYSIS
(Rev 05/23)**

1. *PHRF-NW members shall have a right of review from any rating decision by a Handicapper or the Chief Handicapper concerning the handicap rating given to the Standard for 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. *Creation of a Review Board which would include (5) handicappers from the Handicappers Council and representation of the Chief Handicapper or Assistant Chief Handicapper to facilitate the process. The (5) shall be chosen by random draw from the names of those on the Handicappers Council in good standing. Appellant's handicapper shall not be on the Review Board hearing the specific Review.*
 - A. *Vetting the initial Review Request will occur via the following:*
 1. *The member submitting a Review Request shall send their Review Request in a single electronic formatted document through their handicapper for submission to the Technical Committee. The preferred medium would be a PDF document, or via fax.*
 2. *The Technical Committee shall acknowledge receipt, and within (10) working days, review the Review package and respond as follows:*
 - i. *Proceed with the Review as submitted (With or Without Recommendation)*
 - ii. *Review" packet is being returned to member for additional information prior to Review If sent back for additional data or clarification, the Review time period will Reset*
 - iii. *Review as submitted, shall be addressed through other protocol defined non-Review administrative process within PHRF-NW." For example, correction of a typographical error, or new information has become available which indicates the boat has either been mis-rated, or incurred a PHRF NW generated error which needs correction. An administrative correction is not an alternative to the Review process of a boat's rating. This process will not provide for changing one yachts Standard to another Standard. It is intended to address inequities in the assigned Standard.*
3. *Review Periods and Time Frame constrained by mandatory member notification requirements that pertain to yacht standard reviews or fleet analysis.*
 1. *Initial (10) days to have Tech Committee review and respond to package.*
 2. *Notifications made to all Members which require no less than (14), but optimally a (30) day notice which includes a link to a completed Review packet, distributed via e-mail to members and published on the PHRF NW website.*
 3. *Open Comments will be invited from members on the day of notification to members until (10) days prior to scheduled hearing. Comments will be considered if sent by PHRF NW members, handicappers, or other interested parties.*
4. *Review Meeting - via Zoom Meeting, in Person or Hybrid TBD by committee. The Meeting shall move forward as follows.*

1. *Day of meeting, Review package , comments from interested parties, and presentation materials are available to all Review Board members and available during the meeting. These documents will be supplied by the Chief Handicapper or the Assistant Chief.*
 2. *During the presentation, if a Zoom Meeting, review related comments can be written in the chat section which can be addressed.*
 3. *Due to restricted time limits for online meetings, individuals who wish to speak about, or contribute information to a specific Review must be PHRF NW members and communicate in advance what information they wish to present.*
 4. *The handicapper deliberation portion of a Review will be private , conducted with handicappers only. Members will not be able to participate during this time.*
 5. *Final motion for action to be taken on a Review shall be voted on by the Review Board either in person or electronically.*
-
5. *Final rating or Review decisions by the PHRF–NW Handicappers Council 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 PHRF NW rating Reviews by the National Appeals Committee of PHRF shall be final, binding and not subject to further review in any court or other forum.*
 6. *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 Reviewing a rating decision pursuant to these rules and procedures. The purpose of any fee or charge is to defray the costs associated with processing and deciding the rating Review. Amendments or updates to the handicapping protocol will be published on the PHRF NW website, with an email sent to each current member. Protocol changes that occur after the member handbook is published will be listed as addendums to the protocol on the website.*

Amendments or updates to the handicapping protocol will be published on the PHRF NW website, with an email sent to each current member. Protocol changes that occur after the member handbook is published will be listed as addendums to the protocol on the website.

CHAPTER II
STANDARD BOAT DEFINITION
RATING ADJUSTMENTS AND RATING CODE / PHRF-NW HANDICAPPERS RATING PROTOCOL
Rev. 022424

Please note, changes to the PHRF NW protocol or rules will be italicized in the class rules 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 2 of the Handicappers Manual and in general information Paragraph C 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. Has external ballast keel or an integral water ballast system as designed.
 - a. Boats designed with retractable keels, or retractable ballasted centerboards must be kept in the down and locked position at all times while racing.
 - b. Boats designed with ballast inside the hull plus a dagger board that is unballasted must keep the dagger board in the down and locked position at all times while racing.
 - c. Keel-centerboard type boats having a ballasted external keel containing a slot through which a centerboard must be kept in the down locked position at all times while racing.
 - d. Boats designed with an integral water ballast system may fill or empty tanks with seawater to adjust its stability, trim, and performance. Water ballast can be transferred from one side of the boat to the other, or from the bow to the stern, depending on the sailing conditions.*
 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.
12. 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: $V \text{ (knots)} = 1.33(LWL)^{1/2}$ where LWL is expressed in feet. Fuel onboard sufficient for two hours running at 90% of hull speed.
13. 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.
14. 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.
15. 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 lifelines.

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, Handicapper’s 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	Fourth	Fifth **
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.

STD Jib Area = $0.775(I)(J)$

STD Spinnaker Area = $(0.83)(ISP)(1.80)(JC) = 1.494(ISP)(JC)$

STD Mainsail Area = $0.59(P)(E)$

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:

NS Jib Area = $0.50(LLJ)(LP)$

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

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

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.

1. 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).

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

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

1. Rating adjustments are based on sail areas.
2. 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 bow stem 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 bow stem 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 shorthanded which are typically tacked to the bow stem 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
<hr/>			
1.00 STD	0.955+ - 1.045	0	5
<hr/>			
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 stasl’s, streakers, spinnaker stasl’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:

1. 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.

2. There are no rating adjustments for spinnaker poles shorter than SPL.
3. 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.”
4. Use of outriggers is permitted only as prescribed by US Sailing’s “Racing Rules of Sailing.”

K. RATING ADJUSTMENTS FOR NON-STANDARD WHISKER POLES:

1. 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 $1.25(J)$, $WPL = 0.8(LP)$

2. 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

3. 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.
4. 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)

1. 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.
2. 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

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)

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

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

* $1.8(\text{SPL}) = (1.8)(17.00) = 30.60$ 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

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. *For boats being rated with Water Ballast Systems as stated in Section C.2.d, the boat standard shall be designated by the use of a “WB” code to the boats standard class designator, i.e., “RIPT35-1-WB”.*

4. MISCELLANEOUS RATING ADJUSTMENT SCHEDULE:

ADJUSTMENT DESCRIPTION	RATING ADJUSTMENT	RATING CODE
Streaker (also “Blooper”) 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
<i>Yacht sailing with a Water Ballast System, (indicator only)</i>		WB

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 subcommittee. For questions about multihull ratings, see the committee chair listed in the contact’s roster.

S. 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 listed "ODR" ratings below 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 either a current class certificate, or 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 of the requirement to conform to the race organizer's sailing instructions for any specific event.

- | | | |
|-----------------------|------------------------|------------------------|
| 1. ETCH22-ODR at 123 | 9. THUN26-ODR (J24 | 15. MUMM30-ODR at 54 |
| 2. JBOA24-ODR at 186 | spin) at 195 | 16. 1D35-ODR at 36 |
| 3. JBOA35-ODR at 72 | 10. FARR395-ODR at 39 | 17. FLY15-ODR at 213 |
| 4. MART242-ODR at 165 | 11. FLTI10-ODR (Flying | 18. FARR360D-ODR at 15 |
| 5. VIPR640-ODR at 105 | Tiger) at 57 | 19. I550-ODR at 150 |
| 6. JBOA80-ODR at 129 | 12. JBOA105-ODR at 93 | 20. JBOA70-ODR 126 |
| 7. OLSN30-ODR at 99 | 13. MELGES24-ODR at 90 | 21. ULT24-ODR 111 |
| 8. MOOR24-ODR at 168 | 14. APHRO101ODR at 156 | |

BYLAWS OF THE PACIFIC HANDICAP RACING FLEET OF THE NORTHWEST

*Rev. 06/2023

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 three classes of nonvoting members: Class A, Class B, and Guest Certificate Holders. (rev.2022)* Class A and Class B 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.
- 3.4 *Guest Certificates are available to any currently rated PHRF member boats from an area outside of the current PHRF-NW boundaries. A member boat can receive a PHRF-NW handicap certificate for sailing within the region at a discounted rate equal to 65% of the current PHRF-NW membership dues rate (Rounded to the nearest dollar). In order to obtain a Guest Certificate, a member boat must provide a current copy of their PHRF region's certificate, complete a full PHRF-NW application, and submit payment. This Guest Certificate would be valid from the time of submission and payment until December 31st of that year. For purposes of this program, PHRF-NW boundaries include, but are not limited to, boats whose owners reside in Washington, Idaho, Oregon, and Alaska and primary sailing venues include Puget Sound and Salish Sea, Columbia River, Lake Pend Oreille, Coastal Waters of Washington, Oregon, and Alaska. (Added 2022)*

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 60% 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 shall be done with each Director having (1) vote. No Director may vote by proxy; however, a Director may appoint an Alternate Directors as specified in Article 4.2 who shall be granted all of the voting rights on their behalf.*
- 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 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 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. (Rev 2022)*
- 5.4 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.
- 5.5 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.
- 5.6 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. 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.
- 5.8 *Officers may be removed with or without cause by a 60% vote of the Directors attending the annual or a special meeting of the Board at which removal is considered.*
- 5.9 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. 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 October . 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." (Rev 2023)*
- 6.8.1 Any Handicapper may be removed with or without cause by a 60% vote of the directors attending the annual or a special meeting of the board of directors at which removal is considered.

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 October 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. (Rev 2023)*
- 7.3 All meeting notices shall be in writing and include a proposed agenda for the meeting.

7.4 Quorum

7.4.1 Quorum required for meetings shall be a simple majority of the current Directors as of the date of the meeting, either present in-person or virtually

7.4.2 Quorum needed for voting shall consist of 50% of the current Directors at the time of the vote at a regular or special meeting or a minimum of 50% of the current Directors at the time voting concludes for online or mail ballots.

- 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.

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.
- 11.5 *A Class A member club and/or their appointed representatives may be sanctioned for repeatedly failing to comply with PHRF-NW Class Rules or Bylaws. (Added 2023)*
 - 11.5. *When actions that could lead to sanctions are brought to the attention of the PHRF- NW Board of Directors Executive Committee, the Executive Committee will issue written notice (email) to the potentially affected Class A member and/or its representatives and investigate the situation. After investigation, the PHRF-NW Executive Committee may recommend sanctions to the full Board of Directors. The sanctions may take any form including a warning, temporary or permanent exclusion from membership in PHRF-NW or the Handicapper's Council and/or a prohibition on holding events with a PHRF-NW class. Any sanction(s) in excess of a warning must be approved by a 2/3 unweighted vote of the Directors attending a meeting or participating in a special vote of the Board of Directors at which sanctions are considered. The Executive Committee will promptly inform the affected parties of the result of any investigation and/or action taken by the Board of Directors via written (email) communication. (Added 2023)*
 - 11.5.2 *Sanctioned Class A members and/or their representatives may appeal/request removal of sanctions at any time via written (email) communication to the PHRF-NW Board of Directors Executive Committee. Such requests shall include specific actions taken to prevent recurrence of the actions that resulted in the sanctions. The Board of Directors will act on the request to remove sanctions within 90 days of receipt. Any change to the status of sanctions must be approved by a 2/3 unweighted vote of the Directors attending a meeting or participating in a special vote of the Board of Directors at which sanctions are considered. The results of the vote by the Board of Directors will be promptly provided to the parties in writing (email). (Added 2023)*

ARTICLE 12. AMENDMENTS

- 1. Only the Board of Directors can amend the bylaws. Amendments must be approved by a 60% vote of a quorum established at a regular or special meeting, or 60% vote online or mail ballot.

2024 PHRF NORTHWEST OFFICERS

OFFICERS:	CLUB	NAME & PHONES	ADDRESS	OFFICERS
PRESIDENT CNT CORINTHIAN-TACOMA		ERIC NELSON H: 253- 380-3947	EMAIL: cyctgardylloo@yahoo.com	
VICE PRESIDENT CN CORINTHIAN SEATTLE		CHARLIE MACAULAY M: 425- 766-3822	EMAIL: csmacaulay@outlook.com	
SECRETARY TREASURER BL BELLINGHAM		DAVID STEFFEN H: 360-661-5639	EMAIL: d.steffen@ymail.com	
PAST PRESIDENT PM PORT MADISON		DAVID LYNCH H: 206-550-2096	EMAIL: dhlynch@gmail.com	

PHRF NW 204 DIRECTORS

Directors determine policy and select the Officers. One Director is appointed by an eligible Class A Member in good standing 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	EMAIL: d.steffen@ymail.com	
CN CORINTHIAN SEATTLE	CHARLIE MACAULAY M: 425- 766-3822	EMAIL: csmacaulay@outlook.com	
CNT CORINTHIAN-TACOMA	ERIC NELSON H: 253- 380-3947	EMAIL: cyctgardylloo@yahoo.com	
PAST PRESIDENT/ EX OFFICIO PM	DAVID LYNCH H: 206-550-2096	EMAIL: dhlynch@gmail.com	
MIL MILLTOWN	BILL BOND C: 425-791-4313	EMAIL: williamcbond@comcast.net	
PYC PORTLAND	MARY STAINSBY H: 503-310-2478	EMAIL: mjssail@msn.com	
ST SLOOP	KEN CHIN P: 206-818-7217	EMAIL: kenchin_17@hotmail.com	

Class A eligible membership clubs who maintain 5 active PHRF NW members or more, are eligible to select a class B member in their own yacht club as a volunteer PHRF NW handicapper, with final approval from the Chief Handicapper. Qualified Volunteer Handicappers are nominated by the Class A Member club and approved by the Chief Handicapper. Handicappers set PHRF-NW handicap ratings within the protocol framework. All Handicappers together constitute a Council which can override the decisions of individual Handicappers, and which supervises the task of keeping ratings fair and equitable throughout the fleet. Present Handicappers from Class A clubs are listed here:

PHRF NW 2024 HANDICAPPERS

YACHT CLUB	NAME & PHONES	ADDRESS	HANDICAPPERS
CHIEF HANDICAPPER/ PM PORT MADISON	DAVID LYNCH H: 206-550-2096	EMAIL: dhlynch@gmail.com	
CE CORINTHIAN EDMONDS	JARRED SWALWELL H: 206 334-8022	EMAIL: jarredswalwell@gmail.com	
CN-1 CORINTHIAN EATTLE	MATT WOOD P: 206-501-8971	EMAIL: matthewewood@outlook.com	
CNB CORINTHIAN BELLINGHAM	TODD KOETJE H: 360 296-9310	EMAIL: todd.koetje@wwu.edu	
CNT CORINTHIAN-TACOMA	ERIC NELSON H: 253- 380-3947	EMAIL: cyctgardyloo@yahoo.com	
FH FRIDAY HARBOR	BETSY WAREHAM P: 360-317-6326 F: 360-376-4634	EMAIL: sailorcas@hotmail.com	
MIL MILLTOWN	ALAN GRIM H: 425-521-8422	EMAIL: alcubed@comcast.net	
NONE 1	ASSIGNED		
NWMA-1 NW MULTIHULLS OUT OF REGION	VINCE DEPILIS H: 206-909-5655	EMAIL : vincent.depillis@gmail.com	
OI ORCAS ISLAND	BETSY WAREHAM P: 360-317-6326 W: 360-376-2314	EMAIL: sailorcas@hotmail.com PO BOX	
PYC PORTLAND YC	MARY STAINSBY C: 503-310-0478	EMAIL: mjsail20@gmail.com	
SEAS SE ALASKA	BRIAN LIEB C: 907-780-4805	EMAIL : brianlieb@hotmail.com	
SE SEATTLE	IAIN CHRISTENSON C: 425-941-8652	EMAIL: iainchristenson@gmail.com	
SS SOUTH SOUND	RAFE BESWICK H: 360 250-5252	EMAIL: rafebeswick@hotmail.com	
ST ALL SLOOP TAVERN	ERIC FINN H: (206) 949-1706	EMAIL: straitwalker@gmail.com	
TT THREE TREE POINT	MARK HARANG H: 206-235-5716	EMAIL: harang3@comcast.net	

Yacht	Sail	Rtng	Code	Class	Club	Owners
007	7	81	S455	JBOA99-1	SS	SCOTT ROWLEY
20 DEGREES	18602	141	4S45	WYLI34-1	ST-1	DUNCAN CHALMERS
65_REDROSES II	3865	45	1465	JBOA111-1	RVN	BRUCE CHAN
ABSOLUTELY	3909	15	5555K	FARR39ML	CN-1	CHARLIE MACAULAY
ACE	39506	39	1565	FARR395	PM	PETER SHORETT
AD LIB	30	135	136M	JBOA70-1	OI	JAMES ROSER
ADITI	69077	210	4535	ERIC28+	CE	GREG MILLER
AERIAGNIE	67777	90	3555	C&C40-3	NONE-1	BRIAN KAHRs
AHA	193	126	ODR	JBOA70-ODR	OI	STEPHANIE ARNOLD
AIR FAIR	453	198	565M	THUN26-1	SYS	MIKE DALY
AIRLOOM	69410	168	2555	BABA40-2	ST-2	TIMOTHY J MORGENROTH
AJA	79106	171	1555	ERIC35-2	AST	RICHARD ELSTROM
AKARI II	61186	120	1555	DUFR38C-1	ST-1	PHILIP JOHNSON
AKESO	1	159	5455	LUEN43	CE	JARRED SWALWELL
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
ALL SWELL	61700	114	S595	HUMC376	ST-1	JOHN/MARY HYRY
ALLANQUE	0	165	1545	STWO11.0	SEAS	DENISE WILTSE
ALLONS Y	61751	96	1475	DEHL38SQ-1	NONE-1	PETER HALLUM
ALSEK	25359	93	3575	QUES30-1	CNB	THEO SINGELIS
AMIDALA	621	93	ODR	JBOA105ODR	NONE-1	MICHAEL HAMILTON
AMORETTO	79104	180	6665	JEAN30-1	ST-1	MARTIN BOWER
AMSALA	4530	69	1535	SWED45-1	NONE-1	PAUL RUST
ANAM CARA	79093	45	1445	JBOA122-1	CE	DAVID ODENDAHL
ANARCHY	11	57	ODR	FLT110-ODR	ST-2	TOM WARD
ANDROMEDA 1	43808	159	S545	TASW43-1	PM	BRYCE MATTHEWS
ANGEL EYES	35	78	1555	JBOA99-1	SS	TIM DUMONTIER
ANNA ROSE	61707	81	1532	JEANSO440	CN-1	ALEX MURRAY
ANNAPURNA	5	15	ODR	FARR360D-ODR	SE-1	IAIN CHRISTENSON
APPLE PI	21	168	255M	MART242	RC	ROCK KENT
AQUAVIT	3242	285	453M	FOLK26	ST-1	DAVID SINSON
AREA 51	51	165	256M	MART242-1	SD	JAMES BETTS
ARTEMIS	61526	126	4545	HUMC37L-1	CNW	WILLIAM POWELL
ASTERIX	519	93	ODR	JBOA105ODR	CN-1	JEAN PIERRE BOESPFLUG
ASTRA	40079	18	1S55	FARR40-3	RC	MARK DUNHAM
AURA	0	249	8734	BLAN33	NONE-1	WARD FAY
AURORA	29718	159	4565	RANC33-1	SS	DEREK DECOUTEAU
AVALANCHE	495	93	ODR	JBOA105ODR	ST-1	GOR BLIMEY
AVALON	450	183	555M	STWO7.9	CN-1	GREG SIEWERT
BACK BAY	8939	117	4655	CAL39-2T	NONE-1	PETER SCHOENBURG
BAD DOG	19	132	3565	OLSN911	PYC	JAMES SEVERS

BALDER 2	69927	132	5345	ERIC38-2	OL	JOSEPH DOWNING
BANDIT	39328	213	355M	RANC26-1	CE	DAVID M GOW
BARDO	828	159	2455	CATA36-2	CN-1	GREGORY DAVENPORT
BARNESTORMER	18084	141	3564	PETR34-1	PYC	ROBERT K BARNES
BEAUTY	79062	54	S545	JBOA46-2	RH	FLETCHER/ CLARK
BELLA	455	66	S555	HANS455-1	ST-1	DENNIS MORAN
BELLAROSE	79025	132	2755	BENE375-1A	NONE-1	TONY POLIZZI
BELLE-ILE	24	243	SS53	PACI31-1	CE	CARLOS/ JENNIFER DE MELLO E SOUZA
BETWIXT	39043	237	454M	C&C25-1	TT	LIAM BURKE
BIDET	227	114	148M	MELG20-1	PM	DANIEL MORROW
BIGG DOGG	0	147	2545	OLSN911SE	OK	CHAD HOLCOMB
BITE ME	2952	183	655M	JBOA24-1	SYS	PHILLIP CAMPAGNA
BITTERSWEET	39986	201	5444	MILL29-1	MIL	MIKE MENSE
BLACK ARROW	185	81	S655	BENE35-2	AN	STEPHEN ORSINI
BLACKFOOT	29807	153	555M1	HOTF27-1	NONE-1	MIKE CORCORAN
BLADE RUNNER	18727	159	555M	SANZ27-1	CNB	ERIN M ALLISON
BLOWN AWAY	31195	210	S432	HUMC31-2	RN	TYLER WILSON
BLUE HEAVEN	79139	123	SC35	C&C34-2	ST-1	RICHARD SERVANCE
BLUE JAY	0	123	5235	BENE41-OC	CNT	RICK GARRITY
BLUE JEANS	39742	201	3765	C&C27-3	ST-1	DUBRULE/DIFEDELE
BLUE MAX	18715	144	2575	APHRO101	TT	CHARLES HENDRICK
BLUELIGHT	229	93	ODR	JBOA105-ODR	ST-1	DENNIS BATALOV
BLUR	2211	111	138M	ROCK22-1	OK	JASON POLLY
BLUR	46407	156	455M	BBOA25-1	CN-1	THOMAS PERRY
BOADICEA	0	177	2355	ERIC32-3	ST-2	SIMON/ BECKY FFITCH
BODACIOUS	73392	129	5655	BENE35S5-1	SS	J ROSENBACH
BOGINKA	59746	141	5555	JBOA30-1	CNT	JEAN FEDOR
BOOMERANG	9680	129	6555	CAL40-1	CN-1	GREG O'BYRNE
BREAKAWAY	73329	111	4555	OLSN34E-2	PYC	DAN PETRIN
BRIGADOON	45	69	5535	BENE45ORF	SE-1	AARON GAUL
BRUZER	124	168	ODR	MOOR24-ODR	HDR	MORGAN LARSON
BUCKET LIST	16	87	258M	ANTR27-2	CN-1	FRED L CREITZ
BUZZ	61708	54		CORSAIR	NWMA-1	BILL GIBSON
CAHOOTS	8836	150	3555	CANS36-2	SID	JACK ARMITAGE/ PATRICIA
CALIENTE	87262	102	2555	WIGG37-1	NONE-1	DANIEL ROCHE
CANDO	59171	165	1545	YAMA33-1	RC	RENE DIDIER EMCH
CASTAWAY	0	202	4564	CATA30-2	PR	KELLY FOUST
CAVIA PORCELLUS	38	114	3545	JBOA92-1	ST-1	ALEXANDER THOMSON
CELEBRATION	491	141	5555	JBOA30-1	AN	JIM BOTTLES
CERATOPS	27007	0	554M	31-R	NWMA-1	PAUL ENGLISH
CHARLIE	151	57	5345	JBOA120-2	TA	MIKE BROWN
CHARLOTTE	25365	96	5455	QUES30-1	CN-1	ALLEN JOHNSON
CHATTERBOX	268	87	4455	BENE36.7-1	CANF	ALAN BOCK
CHEEKEE MONKEE	2	-21	555M	F45RC	RVC	KIM ALFREDS

CHEERS	16	279	554Z	NONS22-2	PM	DON MCNEES
CHEROKEE	29456	153	5555	CAL33-1	TT	PETER STEWART
CHINOOK	10	141	3155	CAL39-2	ST-1	NOAH WALCUTT
CHINOOK	69360	138	4545	STW09.1	NONE-1	FOURCROY/ PRICE
CLARISSA	702	168	S75F	SOLG27-1	OI	CARL SANDERS
CLOAK & DAGGER	397	126	ODR	JBOA70-ODR	OI	BURKE THOMAS
COHO	6606	57	2455	FARR44-3	ST-1	RYAN HELLING
CONSTELLATION	52529	27	4555	JBOA133-1	CNT	RON HOLBROOK
CORSAIR	165	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
CUATRO VIENTOS	1232	195	584M	THUN26-1	CH	MIKE TUNNEY
DARK STAR	9700	-24	S375	RIPT44	CN-1	JONATHAN MCKEE
DARWIN	79836	168	5552	PDQ36	CN-1	Madden/ Midttun
DASH	49	75	1565	JBOA99-1	OI	KEN MACHTLEY
DASH	63337	135	5455	BENE345-2	SS	GARNER MILLER
DEAD A HEAD	244	81	S345	BENE51.1-1	ST-1	DAN BRETTLER
DEL MARE	278	201	5342	YAMA30-2	PT	PETER NOLASCO
DIFFERENT DRUMMER	52804	81	5555	CENT40S	CN-1	CHARLES HILL
DISCERNMENT	1036	144	3475	DUFR335-1	RVC	MARC OWEN FLOOD
DISTRACTION	497	90	ODR	MELG24-ODR	ST-1	TOM GREETHAM
DISTRAXION	4417	18	1855	XYAC44-1	SE-1	CARL SUTTER
DIVINE WIND	87730	180	355M	OLSN25-1	ST-2	RICHARD LOTZ
DOLCE DOMUN	98	144	6785	HALB42-1	OI	IAN WAREHAM
DOS	26000	81	177M	SIER26	PM	BRAD BUTLER
DOUBLE TIME	309	69	4455	JBOA109-2	RVN	JOHN POLGLASE
DOUBLE TROUBLE	272	93	ODR	JBOA105-ODR	ST-2	ADRIEN FELON
DRAGON FLY	74287	162	3C45	JBOA32-1	CN-1	JANICE FLESHER
DRAGONFLY	69702	168	357MK	WAVE24-1	RC	TOD BASSHAM
DREAMTIME	28054	135	5555	OLSN911SE	SS	BART MAUPIN
DULCINEA	174	93	ODR	JBOA105ODR	CN-1	DANAE HOLLOWED
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
EGRESS	69005	150	565M	HOTF27-1	CNW	STEVE TRUNKEY
EL GATO	446	93	ODR	JBOA105ODR	ST-2	JONATHAN SAUNDERS
ELIXIR	29	150	2555R	APHRO101	CE	JARRED SWALWELL
ELIXIR	59631	186	3655	CAL9.2	OC	JOE HOFFMAN
ELLA VA	79850	30	5255	JBOA130-1	OR	BAIRD PERRY
EMERALD LADY	3466	222	4555	CATA27-1	NONE-1	AUSTIN/ MILLS
EMMA LEE	5421	225	1C44	CATA30-2	SS	ROBERT BUTTS
ENDANGERED SPECIES	59879	120	1275	GUZZ30-1	NONE-1	TODD FEINROTH
ENTOURAGE	48	76	555M	F27F	NWMA-1	BEN RHEA CARVER

EQUUS	60919	63	4755	JEAN509	TT	DEAN / CONTI
ESCAPE	69160	79	MULTI	F27	NWMA-1	YURY PALATNIK
ESCAPE ARTIST	46929	93	S655	JBOA105-1	CNP	DANA SIBILLA
ESCAPE PLAN	0	150	1375	JEAN34.9-SO	ST-1	ALAN NOELL
ESCARGOT	43717	-30	5565E	SANZ52-3	ST-1	DUNCAN SMITH
ESPRESSO	18363	150	556M	EXPR27-1	MIL	BRAD ABELS
EVERDASH	0	132	9552	BENE38.1-O	PM	JONATHAN DAVIS
EXIT	15160	189	5555	STW07.9	MIL	JIM OOSTERHOF
EYE EYE	3	69	145M	XJBOA90	LPO	DAVID COHEN
FAIRTIDE	43	96	4255	SAGA43-1	ST-1	PATRICK FOX
FALCON	68	186	5455	CAL9.2	CNW	BRYAN R MASSEY
FANDANGO	9	195	575M	THUN26	GH	JAIME STORKMAN
FARFALLA	79016	189	5545	ELIT32-1	OK	JONATHAN MERKEL
FAST TIME	74319	111	3555	C&C38-3	BL	JOHN E STOCKCLASS
FEARFUL SYMMETRY	331	129	ODR	JBOA80-ODR	CN-1	MICHAEL SAWYER
FELICITY	69920	135	5355	C&C36-1	CE	PETER W STEPHENS
FIASCO	67807	99	ODR	OLSN30-ODR	RVC	ARTHUR HESFORD
FIREWING	39	108	1565	BENE30F	PM	LINDSEY LIND
FIRST SIGHT	74271	60	5555	BENE45F5-2	MP	HAYES/ FS ADVENTURES
FLAIR	595	195	ODR	THUN26-ODR	CE	FRED E EHRLICH
FLASH	44	48	S365	JBOA111-1	CN-1	STEVE KIRSCH
FLASH	50330	33	4555	JBOA130-2	ST-1	JERRY L MCKAY
FLICKA	69262	72	5555	JBOA35-1	CNT	ERIC JOHNSON
FLYING ACE	614	126	ODR	JBOA70-ODR	CN-1	LEK DIMARUCOT
FLYING CIRCUS	69399	72	5555	EXPR37-1	OL	ELLIOTT / ELLIOTT
FLYING COLORS	65	57	1565	JEANSF3600	CN-1	JOHN FLETCHER
FLYING FISH	27098	70	555M	F28CC	NWMA-1	HARALD SCHIOBERG
FOLIE A DEUX	79182	132	5555	BENE35S5-1	SS	JEFF/ JOY JOHNSON
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	4240	3	1465	SWAN42-NYYC	PYC	DOUGLAS SCHENK
FREEFLYTE	57573	180	3565	FREY39-1	NONE-1	JONATHAN M CRUSE
FREJA	2	27	S575	AERO43-1	ST-1	JONATHAN M CRUSE
FROG PRINTS	79070	177	3345	DUFR34-2	ST-2	ONDERS/ WILBUR
FROLIC	79851	93	S355	JEAN410-1	TT	DWIGHT MOTZ
GAMBIT	159	162	3545	CATA320	MIL	STEVE LUCAS
GARDYLOO	56500	63	5555	IMX38	CNT	ERIC J. NELSON
GARUFA	51697	207	SV85	FREE32-1	BL	NEIL BENNETT
GAUCHO	68	111	466MH	ROSS930	CN-1	JOHN CAHILL
GECKO	1	105	4555	C&C99-2	MIL	JOE GECK
GET SET GO	116	75	1655	BENE35-2	RC	GARY BROWN
GLADIATOR	46778	84	239M	CHEE30-1	CBS	DAVID SCHMIDT

GNARWHAL	32597	93	247M	ANTR27-1	ST-1	COLIN DUNPHY
GOES TO 11	19	93	247M	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
GOOSE CHASE	97970	111	4555	OLSN34E-2	PYC	ROB KLOFT
GRACE E	40622	72	5555	JBOA35-1	CNT	BRIAN WHITE
GRANDE DOLLY	79847	195	1U35	HALB31-1	SE-1	HIROKO SUGIYAMA
GRATITUDE	60733	99	S545	HANS415	CN-1	DAVID BARNES
GRAY JAY	1424	201	S56M	JBOA22-1	NONE-1	NEPTUNE SAILING CLUB
GRAY WOLF	401	54	5385	XMART40	PM	EVGENIY GOUSSEV
GRAYLING	7	144	3634	QBOAT	ST-2	DUKE H PHAN
GREAT WHITE	18320	72	5555	JBOA35-1	CNW	DAN L WIERMAN
GU	33	78	MULTI	CORS600	SS	DREW PHILLIPS
H.M.C.S. ORIOLE	480	165	5553	CUST102	CF	GORDON LACO
HAIKU	79110	159	3555	YAMA33-1	SEAS	BRIAN LIEB
HEART OF GOLD	28242	21	5555	SCHUM50	FH	JIM/SUE CORENMAN
HEART OF GOLD	43867	114	S555	JBOA92-1	BL	ROBERT LANE
HIGH NOON	8948	78	4755	C8948	SEAS	SEAN BOILY
HIKARI	61522	57	3435	SO480	ST-1	DAVE PELLERIN
HOBO	0	189	1342	RANC33-1	MIL	ANTHONY HOLLOWAY
HONEY BEE	643	204	565M	RANC26-1	ST-1	KERRY SHERWIN
HOOLIGAN	7668	129	6545	CAL40-1	PM	PENNY BENZ
HOOLIGAN	75111	48	S365	JBOA111-1	SE-1	RENEHAN / LANZINGER
HRAVN	51847	69	4455	JBOA109-2	CNB	TODD KOETJE
HULA	88	242	S435	WESL32-1	ST-1	WILLIAM / DARLENE STANGE
HUMMINGBIRD	153	168	ODR	MOOR24-ODR	ST-1	JONATHAN ANDERSON
HYDRA	60140	21	S565	KING40	ST-1	BRYAN AGNETTA
IDA CRANE	0	225	2C31	KNARR39	CE	STUART SUMNER
IMPULSIVE	489	141	6545	JBOA30-1	ST-1	ULF GEORGE GWILDIS
INCOGNITO	10	27	555M	G32	SE-1	MICHAEL KARAS
INCOGNITO	213	144	S35M	BENE27-1	NONE-2	MIKE FITZHUGH
INCONCEIVABLE	61594	114	3445	SABR40-2	ST-2	BAREND BRINK
INSATIABLE	1114	201	573M	THUN26-1	CNW	STEVE GORDON
INSUBORDINATION	212	93	ODR	JBOA105ODR	CN-1	LEN REZABEK
INTERFACE	59871	120	3575	DASH34-1	CN-1	GIL LUND/ BUNKER
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	132	5755	DUFR34-1	RVC	VERN LHOTZKY
INVISIBLE HAND	28	51	2575	C&C30.O	PYC	JANIECE BROWN
IRIE	61369	81	5555	BENE36.7-1	ST-1	GEORGE DOWDING
IRIS	46270	99	2555	HYLA42-1	PYC	JOHN COLBY
ISKRA	41381	198	3545	STW07.9	ST-1	BILL CIRINO

ISOLA	4923	219	3452	CATA30-1	MIL	JAMES STEIN
IT'S THE JUAN	1029	231	555M	SANJ24-1	OK	FRED AMES
J5	254	132	5355	JBOA80-1	PYC	TOM KELLY
JABEZ	59297	192	4455	RANC30-1	MIL	DAVE HETT
JADED	299	93	ODR	JBOA105-ODR	CN-1	CHRIS PHOENIX
JAM	18	0	4455	JBOA160	GH	MCPHAIL/ FOX
JAMMIN	705	129	ODR	JBOA80-ODR	GH	BAD COMPANY LLC/ MITCHELL
JAVELIN	87	129	ODR	JBOA80-ODR	NONE-1	PETER LISY
JEAX D EAU	52756	24	S355	XYAC41-2	CN-1	NATHAN/ VANESSA KUNDTZ
JEOPARDY	161	69	4W55	JBOA109-2	CNT	EDWARD W PINKHAM
JOLLY GREEN	1	129	ODR	JBOA80-ODR	CN-1	RYAN PORTER
JOLLY JUAN	710	231	555M	SANJ24-1	OH	BILL/ CATHY WALKER
JUAN SOLO	163	228	6555	SANJ24-1	OK	GABE HILL
JUGO	69022	57	5545	JBOA120-1	PYC	ROBERT HODSON
JUST US	897	126	ODR	JBOA70-ODR	PM	PMYC /CROSS/GAFFNEY
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
KARMA	4	117	456E	DASH34-1	CE	KEN ORLOB
KATANA	4157	186	ODR	JBOA24-ODR	SS	BILL MEULINK
KEET	97600	93	5555	JBOA33-1	TA	JIM HOEY
KERKYRA	74400	99	1645	HANS400-1	LAD	OWEN THISTLE
KERMIT	20	171	255M	XMART241-2	PYC	MARY STAINSBY
KESTREL	183	82	544M	F27	SCH	IAN WATSON
KILGHARRAH	94	174	2465	C&C30-2	CNB	KEVING HARTIG
KINDRED SPIRIT	242	159	S333	BENE38.1-O	LI	GLENN GRILEY
KINETIC	440	93	ODR	JBOA105ODR	AN	BOB HAYWARD
KINGLET	79845	27	555M	F22R	NWMA-1	PAUL SERAFIN
KIWI EXPRESS	69147	120	4555	FARR1020-2	CE	DAUBENSPECK/ FREYWALD
KNIGHT N GALE	59507	132	5754	LANC36-1	NONE-1	JARED MINARDCBP
KOOSAH	39110	177	4A55	PEAR36-1	SS	DAVE KNOWLTON
KORINA KORINA	25064	66	4545	C25064	SS	JON W KNUDSON
KOWLOON	17	129	5555	OLSN911	ST-1	KEN CHIN
KYRNOS	79039	3	S555	BARN57	SE-1	FRED LAFFITTE
LA CHANCIA	856	126	ODR	JBOA70-ODR	BL	JOHN STOCKLASS
LA DOLCE VITA	5	186	5955	HUMC30-2	SYS	SCOTT STEVENSON
LADY TOO	59382	198	5554	SANJ28-1	ST-1	DAMON DARLEY
LAST CHANCE	35	90	ODR	MELG24-ODR	ST-1	MARK ANDERSON
LATITUDE	60680	96	S755	JEAN409	ST-1	BILL GIBSON
LAWNDART	67776	3	5765HK	SANZ50-1	NYC	BILL ALLAN
LES CHEVAUX BLANCS	79052	132	5555	BENE35S5-1	TT	GORDON KELLS-MURPHY
LIBERTY	64985	123	5555	C&C35-3	SS	H ANDREW SALLER, JR
LIFE	6850	294	554M	CATA22-1	CNB	MARK HERRICK
LIGHT SCOUT	143	48	4555	JBOA120-1	RVC	KIRK PALMER

LIGHTLY SALTED	79089	85	4545	BENE10R	PM	CHRISTA BASSETT ROSS
LITONYA	481	129	ODR	JBOA80-1	PA	MICHAEL KALAHAR
LODOS	41	48	1365	JBOA111-1	CN-1	MEHMET CEZIK
LUMMI	69929	66	S255	JBOA120-2	PM	BRETT FEY
LXIII	63	138	155MH	JBOA27-1	CN-1	DAN FALKCROSIER
MAD DASH	1	99	488M	DASH34-1	PR	DAVID JACKSON
MAD MOORLIN	34	168	ODR	MOOR24-ODR	ST-1	KLAAS KRUTEIN
MADAME PELE	69914	108	5555EK K	DAVI29-1	LI	TOM ANDREWES
MADRONA	79067	18	S255	BUCH40	SE-1	CARL BUCHAN
MADRUGADOR	7240	129	6545	CAL40-1	CN-1	IRISH/ MADRUGADOR SYND.
MAGDALENA	41217	48	5555	JBOA120-2	PT	GREG BARRON
MAGIC	394	186	555M	CAPR25-1	SS	HENRY BROOKS
MAGIC DRAGON	69153	105	S55M	HOB133-1	SS	JON W KNUDSON
MAHANA	438	76	555M	F27	LPO	GABE MILLS
MAKIKA	37	-12	556M	F25C	NWMA-1	NIGEL OSWALD
MAKO	38044	39	1555	SYD38	SS	VANNICE/ CASSAL
MANGATA	97971	153	3C82	CATA380-1	CN-1	STEVE ZELIADT
MANIFEST	690	3	4475K	FB35	CN-1	TAD FAIRBANK
MARGARET II	46344	54	4455	JBOA120-2	BL	DAVID SHEPHERDSON
MARTHA	226	111	5542W KK	SCHOONER	NONE-1	SCHOONER MARTHA FOUND.
MAS KAOS	97807	75	5555	SCHO35-1	CNB	DOUG NESBIT
MATA HARI	1660	147	5555	CATA36-2	CN-1	JEFF BLYTH
MAVERICK	44	24	1565	XYAC44-1	SE-1	MARDA PHELPS
MEI LI	75	171	5555	BENE32S5-2	MIL	GRANT L ALBERT
MELIORA	150	126	2445	C&C37-1	CNB	SEAN JONES
MI HIJITA	69874	120	5452	JEAN44-1	NONE-1	RODERICK MCLACHLAN
MIDNIGHT ESCAPE	28206	189	455M	KIRB25-1	ST-1	VINCE VONADA
MIST	52	-90	3575E	TP52-1	CN-1	STEVE JOHNSON
MISTY	93	147	6W44H	CASC36-1	RC	PAMELA SESAR
MOJO	6	-6	555M	F25C	NWMA-1	ARTHUR PETITPIERRE
MOLA MOLA	59368	231	5555	ERIC25+	CE	SCOTT BASS
MOLIKA	192	238	3665	ALBN7.9	SYS	GARY BRUNER
MONOMOY3	1163	129	ODR	JBOA80-ODR	CN-1	SCOTT R VOKEY
MOONGLOW	525	93	ODR	JBOA105ODR	CN-1	NEIDHARDT/ SEATTLE SAILING
MOONSHINE	8398	147	566ME	DOGP26	ST-2	MARC-ANDREA KLIMASCHEWSKI
MORE JUBILEE	114	93	ODR	JBOA105ODR	CN-1	ERIK KRISTEN
MORE UFF DA	26	168	ODR	MOOR24-ODR	ST-1	BRADEN
MOSSY	52	126	ODR	JBOA70-ODR	OI	CHRISTINA WOLFE
MOUNTAIN	36	69	4455	JBOA109-1	CN-1	BERNHARD
MOYA	1427	201	S56M	JBOA22-1	NONE-1	NEPTUNE SAILING CLUB
MR NIBBLES	200	153	268M	ULTI20-1	ST-1	ADAM DOMANSKI
MY SUNSHINE	1016	177	4152	CATA36-2A	MIL	BOND/ BACON
MYRRH	64989	102	5555	XJESP30	PM	DAN KASELER

MYST	832	90	ODR	MELG24-ODR	PYC	ROD BUCK
MYSTERY	72	72	S345	JBOA112E	SE-1	RICHARD KNIERIM
MYSTIC	2615	18	5555	SYD41	CN-1	JEFF REINHOLD
NAMASTE	257	129	ODR	JBOA80-ODR	CN-1	RYAN BRUSH
NECESSARY EVIL	0	198	3665	CATA30-1	ST-1	KIRT HEGERBERG
NEFARIOUS	53	54	ODR	MUMM30-ODR	CN-1	DANIEL RANDOLPH
NELLY	59606	171	255M	XMART241-2	RC	DAVID PAUL
NEMESIS	127	189	5542	CAL30-3	TA	FRED R HAAS
NIMBUS	77058	177	565MH	EVEL26-1	TT	MARK HARANG
NO KA OI	15	129	ODR	JBOA80-ODR	CN-1	STEVEN NEIDHARDT SEATTLE SAILING
NORN	49450	156	S57MKE	SANZ27-1	SE-1	KRIS THOMPSON
NORTH STAR	46720	51	5755	BENE40.7-1	CN-1	CLIFTON TESCHKE
O	27	177	554M	OLSN25-1	ST-1	ERIC FINN
OBSESSION	69598	93	5555	FRER38-1	CNT	STEPHEN D RYAN
ODESSA	1310	186	5345	CATA34-4	ST-1	ARKADIY TSEYTLIN
OFF CONSTANTLY	84	156	556M	SANZ27-1	AN	JEFFREY HULME
OGOPOGO	2	117	296M	DART25-1	PM	PAUL FAGET
ONE LIFE	26	78	S465	JBOA99-2	CN-1	DAVID MILLER
ORCA	12	120	SC55	J9	SE-1	BILL BOYESON
ORION	18637	177	163M	KETT32PC	ST-1	LIAM BURKE
ORN	271	93	S37M	SHIL27	AN	PAUL BIEKER
OUT OF THE BLUE	60159	99	148M	LS30	CNT	ED JACOBS
OUTLAW	77108	141	5555	JBOA30-1	CN-1	STORM /GOSSETT
OXOMOXO	39118	99	4555	SWAN391-1	ST-1	DAN LOW
PACIFIC HIGH	54978	99	5555	C&C34-2	SQU	JOHN GUGINS
PACIFIC HIGHWAY	56983	111	2C45	BENE473-2	QC	ALLAN EMAS
PACIFICA	7019	123	5545	NEVI49-1	NONE-1	DOUGLAS JONES
PAJEMA	103	195	5555	MORG27MK	SYS	JIM B SHAW
PALADIN	412	93	ODR	JBOA105ODR	NONE-1	DEVOUTONGOLLIER
PANGAEA	59059	105	5555	BALT39-1	AN	MAC MADENWALD
PARDON MY FRENCH	993	90	3335	JEAN45-2-SO	SE-1	FREDERICK SAVOYE
PARTHIAN SHOT	12	120	655M	JBOA29-1	MIL	STEPHEN JENSEN
PATHFINDER	47	51	4455	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
PEGGY SUE	154	147	1555	LASE28-1	AN	ERIC BEEMER
PELL MELL	28128	144	566ME	SUTT27-1	ST-1	ALEX P SIMANIS
PENELOPE	79075	108	4565	C&C99-1	RC	BEN EMERY
PERFECT 10	59604	144	4535	TARTTEN	QUAR	ALEX WIGLEY
PERFECT PANCAKE	30098	210	1C42	C&C30-2	OK	DONALD EVANS
PERFECTLY STRANGE	87210	174	466M	POCK22-1	ST-1	PAUL E KALINA
PERPLEXITY	41729	72	5555	EXPR37-1	ST-1	JOHN D WILKERSON
PICKLED HERRING	348	126	ODR	JBOA70-ODR		PMYC/ CROSS /GAFFNEY

PIPPA	3001	51	S465	LONG30	CN-1	JOHN RAHN
PRESTO	48	99	5555	VOYA48	NWMA-1	JOE/ SUE DAZEY
PTERODACTYL	0	90	555M	STREAK24	NONE-3	SHAWN DUNAND
PUFF	115	93	ODR	JBOA105ODR	CN-1	NEIDHARDT/ SEATTLE SAILING
PULELEHUA	8	108	566M	DASH34-1	NONE-1	MATT WALLIS
PULSE	80	78	555M	CORSP	SID	JAMES RONAN
PURPLE MARTIN	163	165	256M	MART242	OI	BETSY WAREHAM
RAKU	94	45	S365E	JBOA111-1	CNB	JOHN WILLIAM GERITY
RANGER	1777	189	4B45	CATA34-1	AN	SCOTT SOES
RATFISH	69061	93	555ME	EVEL32-2	ST-1	JONAH ZIMMERMAN
RAVEN	68	126	S555	JBOA80-1	CN-1	STEVEN NEIDHARDTSEATTLE SAILING
RAVENS HAVEN	5165	66	S545	ARCO380-1	SS	AARON SCHOFIELD
RED SKY	60245	72	S735	CENT45S	CN-1	WILLIAM BLAKEMORE
RED SPLASH	59946	123	3555	XYAC342-2	CNT	DON/ DEBBIE MCADAMS
REDLINE	50921	90	257M	ANTR27-1	SS	KYLE REESE CASSAL
RE-QUEST	18266	72	5555	EXPR37-1	CN-1	ALEX WETMORE
RIFF	496	135	136M	JBOA70-1	OI	BORIS LUCHTERHAND
RIPLEY	1210	195	ODR	THUN26-ODR	CNT	AARON MILLIGAN
RISING SUN	60422	135	6255	XYAMA36-1	MIL	LEWIS/ PERLE
RITALIN	49495	171	5455	BENE30E	NONE-1	CHAD DODD
RIVA	11211	36	1465	JBOA121-1	PYC	SCOTT CAMPBELL
ROCK LOBSTER	59306	210	585M	SANJ7.7	ST-1	TRENT PIEPHO
ROCK PAPER SCISSORS	18324	72	5555	EXPR37-1	SS	HANS SEEGER
ROWDY	840	195	ODR	THUN26-ODR	CN-1	BRENDAN GILBANE
ROZZ	187	165	256M	MART242	OI	GARY RENZELMAN
RUBICON	69320	135	554M	STWO9.1	CNB	DAVID KLINGBIEL
RUBY	87603	120	555M	JBOA29M	ST-1	KAZARAS/ AGUILAR
RUF DUCK	79112	3	552M	F9R	NWMA-1	JEFF OAKLIEF
RUFUS	79	90	ODR	MELG24-ODR	SS	TUCKER SMYTH
RUGOSA	41	123	S245	TART3400	MEY	ED WILDER
RUNAWAY	39010	141	5544	NORL34	SE-1	PHIL CALVERT
RUSH	67	57	1575	JEANSF3600-2	ST-1	PHILIP DEAN
SADIE MAE	53561	81	3545	GSOL40-1	NONE-1	JUSTIN BEALS
SALIENT 3	31	78	5555	BENE10R	RC	JAY THIELE
SALISH SEABISCUIT	203	165	256M	MART242-1	OI	MATTHEW BATTLES
SAMURAI	69249	225	3C42	SANT30T	MIL	DAVID POLLON
SAN SOUCI	210	234	S45M	CAPRI26-1	SS	KEVIN FRENCH
SANCTUARY	162	243	5535	NONS26-1	AN	CHARLES WEBB
SANS SOUCI	79154	177	4545	CAL31-1	MIL	STEVEN CARLSON
SCHEME	28060	105	565M	PYRA30	ST-1	JOOSTEN/ ROGERS
SCIROCCO	247	48	S455	HANS470-1	NONE-1	CHRIS NICHOLS
SEA SENORA	6	195	154M	STWO7.9	NONE-1	CHRISTIAN LAMP
SEA STORIES	58	84	S575	JBOA88-1	CNW	MATTHEW GARDNER-BROWN

SEABISCUIT	69600	81	S555	THOM35-2	TT	ANDREW NORTON
SEBASTIAN	61766	198	1645	TASH36-1	ST-1	COLIN GRIGSON
SECOND HALF	47	198	3555	CATA30-3	SYS	WARREN DALBY
SECOND WIND	396	285	SC2M	SANJ23-2	TRI	JEFFREY LONGMORE
SEEKER	18299	156	3555	PRET35-1	ST-1	KEN GREFF
SELAH	77	78	S755	JBOA100-2	EH	TAD FAIRBANK
SERENITE	93	90	4535	BENE46-1	ST-1	Victor Mushkatin
SETRI	41246	92	6545	SWAN46-1	RVC	PETER/ SUSAN DENNIS
SHADA	44	69	4455	JBOA109-2	CN-1	J A WOODFIELD
SHAKA	69432	93	555ME	HOB133-1	SS	MATT NILES
SHEARWATER	120	57	4445	JBOA120-2	CN-1	CARL SHEATH
SHEARWATER	40248	72	5555	JBOA35-1	CNT	KARL HAFLINGER
SHORELESS	490	132	6665	JBOA30-1	JUN	ERIC KUEFFNER
SHORT CIRCUIT	69800	86	5555	TRIP33-1	CNT	JAY PYLES
SIDEWINDER	59718	99	555M	OLSN30-1	TA	MIKE/ BRAD JONES
SIR ISAAC	18944	99	4645	BURNS49	PT	JOHN/ANN BAILEY
SIRIUS	79063	135	4555	JBOA32-1	SEQ	DURKEE B RICHARDS
SJOJUNGFRUN	190	126	3745	CATA400-1	ST-1	STEFAN DAMSTROM
SKYA	54	114	S45M	SEAS27	ST-1	BORIS BOBROV
SLICK	69299	120	555M	JBOA29M	CNT	CHRISTINE NELSON
SLOOP DAWG	69849	93	3555	BENE405-1	ST-1	ADAM MARVIN
SMILIN JACK	29410	198	555M	MORG27F	PM	JOHN C WADE
SOLITAIRE	52	159	564M	SANZ27-1	TT	CHRIS CAUDILL
SOLO	59602	222	2C55	RANC28-2	ST-1	DIEKMANN / METZGER
SON OF RAVEN	69919	15	858M	F31TRI	NWMA-1	CHRIS S SHERMAN
SONRISA	56470	81	6545	BENE36S7-1	AN	RYAN SAGAN
SOUFFLE	223	201	3742	CAL34-1	RC	PHILIP LEWIS
SPACE CADET	382	204	354M	HOLD20-1	PM	ALAIN HUGGLER
SPIRIT	69051	81	5555	BENE36.7-1	SS	STEPHEN L. JONES
SPIRIT	69127	96	555M	HOB133-1	LA	DUANE BROYLES
SPORTING JENNY	53242	135	5545	STW09.1	CE	CARL HARRINGTON
SPYHOP	171	69	4455	JBOA109-2	CN-1	DAVID SCHUTTE
STARFIRE	59	267	422M	BLAN26	OI	STANLEY M MILLER
STELLAR	0	81	SC55	DUFR460GL	CN-1	WINDWORKS SAILING CTR
STELLAR J	546	129	ODR	JBOA80-1	CN-1	ALAN ROSS
STILL HITCHED	218	90	ODR	MELG24-ODR	ST-1	KEVIN SWACKHAMER
STRAIGHT NO CHASER	151	90	ODR	MELG24-ODR	PM	RUSTY / HALEY LHAMON
STRAY CURRENTS	97279	81	S555	JBOA35-1	PYC	WILLIAM WILKERSON
STRIDER	49589	126	5555	HOTF31-2	SS	PAUL CASE
STRING THEORY	69087	57	5655	OLSN40-1	CN-1	BOB KING
TAHLEQUAH	41793	72	5555	JBOA35-1	CN-1	DON/ GEORGE LEIGHTON
TAILWIND	302	189	455M	CAPR25-1	ST-1	KIRK SCHROEDER
TAJ MAHAL	445	129	ODR	JBOA80-ODR	CN-1	NEIDHARDT/ SEATTLE SAILING
TALLY HO	315	126	ODR	JBOA70-ODR	BL	MICHAEL POWELL

TANTALUS	73399	75	5555	EXPR37-2	CN-1	OLE HOVLAND
TANUKI	12	108	346M	C00012	ST-1	MILES JOHANNESSEN
TARDIS	63	207	2165	YANK30-1	NONE-1	BOB BEAUSOLIEL
TASTES LIKE CHICKEN	363	129	ODR	JBOA80-ODR	ST-1	RICHARD DEMMLER
TATOOSH	51910	57	5545K	SWAN51	NONE-1	G. THOMAS HUTTON
TC	77855	93	475M	HOB133-1	CN-1	HOAG/ PETERSON
TCHOUPITOULAS	69244	72	4565	JBOA35-1	CN-1	HANSON/ RICHARDSON
TENACIOUS	42779	114	4545	OLSN34E-2	PYC	JEFF STONG
TERRAMOTO	59902	30	126EE	RIPT35-3	CN-1	WILLIAM WEINSTEIN
THE BANANA STAND	104	156	556M	SANZ27-1	ST-1	ADAM YURET
THE BOSS	69112	72	5555	JBOA35-1	CNW	CHAD STENWICK
THOSE GUYS	18155	72	ODR	JBOA35-ODR	CN-1	JENNIFER HEINS
THREE RING CIRCUS	37	174	555M	OLSN25-1	ST-1	NATE CREITZ
TIGER LILY	38	87	748M	F24	NWMA-1	MARCUS ALDEN
TIGGER	22	57	S36M	FLT110-1	CNW	CODY PINION
TIME BANDIT	50	54	5355	JBOA120-2	OI	ROBERT BRUNIUS
TIME WARP	39528	39	ODR	FARR395-ODR	CN-1	PETER NELSON
TIR NA NOG	0	135	3352	TART3700	ST-1	MCMENAMIN/ GINGERICH
TOCCATA	77	174	1645	C&C30-2	MIL	PHILIP GAY
TONIC	59512	132	4955	RODG34-1	CN-1	MARK BRINK
TOURIST	18	87	5555	JBOA100-1	SE-1	WILLIAM DANIEL
TRAFFIC	75	-51		MULTI	COWB	TIMOTHY LOTT
TREACHERY	267	165	256M	MART242	OI	KEN MACHTLEY
TRI TO BE NICE	28395	12	556M	CORS31	NWMA-1	SHAUN HEUBLEIN
TRIAL HORSE	59	54	555M	SPRINT750	AN	J. TREVOR DIMARCO
TROUBLEMAKER	604	93	ODR	JBOA105-ODR	CN-1	JENNIFER MAGEE
TRUE LOVE	61052	105	5375	SPEN1330A	SE-1	STEVE SMOLINKSE
TUARUA	737	231	354M	CAPR22-3	OK	CRAIG COOLEY
ULTREIA	79849	90	1545	JEAN410-1	SE-1	JAMES REECE
UNDAUNTED	2	0	555M	32AX	NWMA-1	GINNIE JO BLUE
UNDERDOG	85	129	ODR	JBOA80-ODR	CN-1	NEIDHARDT/ SEATTLE SAILING
UNDINE	61566	99	3345	BENE4730-1	AN	MURRAY LAIDLEY
UNO	26001	75	145M	XSIER26	PM	BRAD BUTLER
UPROAR	41	129	ODR	JBOA80-ODR	ST-1	MORRIS LOWITZ
VAMOOSE	51233	51	5635	JBOA120-2	OR	SHAUN RASMUSSEN
VARYA	14	186	2535	RHOD27	NONE-1	JEN/ PETER BATES
VELOCE	706	129	ODR	JBOA80-ODR	GH	GERALD GILBERT
VELOCITY	28642	72	6555	JBOA42-1	PYC	THOMAS KEFFER
VERTIGO	737	120	127M	VERT26-1	OK	SHANNON BUYS
VIGILANT	12	96	4555	NAVY44	NAEV	NAVY BLUE AND GOLD
VIRIDESCENT	74375	93	4545E	C&C110-3	PM	BENJAMIN RAPPOPORT
VITESSE	240	81	5555	BENE36.7-1	BL	DAVID STEFFEN
WAILANA	42204	99	5565	EXPR34-1	BL	PAUL TAYLOR

WAR CANOE	57	51	1775	FARR30	CN-1	MICHAEL GOLDFARB
WATER STREET	1376	252	554M	CAL24-2	ST-1	MARK JACKSON
WHISPER	15	96	S275	LA28	CN-1	MILLER/ ALBRECHT
WHITE SQUALL	9678	132	8545	XCAL40	TA	ROGER J DEITZ
WHOLESOME 30	59486	108	S55M	OLSN30-1	CN-1	JOHANNES THIJSSSEN
WILD FIRE	19970	192	5B34	ERIC35-2	CNB	GREG ZIMMERMAN
WILD RUMPUS	83	156	556ME	SANZ27-1	AN	STEPHANIE CAMPBELL
WILDFIRE	69631	99	555M	OLSN30-1	ST-1	ROBERT HODGE
WILLIE TIPIT	64996	78	5565	SR33-1	SS	CHARLES NORMAN
WILY	67993	129	555K	WYLI34-1	MIL	DAVID HANDEWITH
WIND DANCER	46489	138	2345E	TART3800	CN-1	CHRIS MCMULDROCH
WINDSPRINT	0	69	1655	DEHL38C	CN-1	THOMAS RASCHKO
WITH GRACE	50791	57	4345	JBOA120-1	CN-1	CHRIS JOHNSON
WORK RELEASE	61396	162	2555	JEAN37-5	TT	ROSS CHAMBERLAIN
XOCOMIL	52934	84	6655	C&C37-2	TA	ROB NETTLETON
YEAH DOGG	108	174	555M	OLSN25-1	CNW	NIKITA CARDENAS
ZAMBUCA	74399	69	1565	C&C115-1	SE-1	ANDY ROTTLER
ZAP	59269	156	454M	ZAP26	ST-1	DON SARIN
ZEN NO ZEN II	52854	81	4655	SABR426	IYC	ROSS BERNARD
ZEN YATA	11	189	1535	PERR39	AN	TIM WENGER
ZEPHYR	69097	141	5555	JBOA30-1	CNT	BARKERGLASSLEY
ZEPHYR	69308	135	455M	JBOA27-1	ST-1	MICHAEL DARCY
ZIVA	61733	57	1455	BENE36-1	SS	MEL SCHAEFER
ZIVA	61733				SS	SCHAEFER/DAVIDSON
ZOE	1110	201	555M	THUN26-1	ST-1	NICHOLAS WAYAND
ZULU	74391	66	1565	C74391	RVC	MARK INSLEY
ZULU TANGO	7395	39	ODR	FARR395-ODR	CNT	ZACHARY TUCK
ZZZAP	180	105	S55M	HOB133-1	RVC	GREG/VANESSA ZAPUTIL
NO BOAT HANDICAPPER			NO BOAT		SS	RAFE BESWICK
NO BOAT HANDICAPPER			NO BOAT	NO BOAT	CN-1	MATTHEW WOOD
HONORARY MBR			NO BOAT	NO BOAT	TA	WILLIAM R NELSON
HONORARY MBR			NO BOAT	NO BOAT	MIL	ALAN GRIM
NO BOAT			NO BOAT	NO BOAT	NONE-1	MARY WHITE
HONORARY MBR			NO BOAT	NO BOAT	CN-1	DAVID M BLAKEMORE

Yacht	Sail	Rtng	Code	Class	Club	Owners
007	7	81	S455	JBOA99-1	SS	SCOTT ROWLEY
20 DEGREES	18602	141	4S45	WYLI34-1	ST-1	DUNCAN CHALMERS
65_REDROSES II	3865	45	1465	JBOA111-1	RVN	BRUCE CHAN
ABSOLUTELY	3909	15	5555K	FARR39ML	CN-1	CHARLIE MACAULAY
ACE	39506	39	1565	FARR395	PM	PETER SHORETT
AD LIB	30	135	136M	JBOA70-1	OI	JAMES ROSER
ADITI	69077	210	4535	ERIC28+	CE	GREG MILLER
AERIAGNIE	67777	90	3555	C&C40-3	NONE-1	BRIAN KAHRs
AHA	193	126	ODR	JBOA70-ODR	OI	STEPHANIE ARNOLD
AIR FAIR	453	198	565M	THUN26-1	SYS	MIKE DALY
AIRLOOM	69410	168	2555	BABA40-2	ST-2	TIMOTHY J MORGENROTH
AJA	79106	171	1555	ERIC35-2	AST	RICHARD ELSTROM
AKARI II	61186	120	1555	DUFR38C-1	ST-1	PHILIP JOHNSON
AKESO	1	159	5455	LUEN43	CE	JARRED SWALWELL
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
ALL SWELL	61700	114	S595	HUMC376	ST-1	JOHN/MARY HYRY
ALLANQUE	0	165	1545	STWO11.0	SEAS	DENISE WILTSE
ALLONS Y	61751	96	1475	DEHL38SQ-1	NONE-1	PETER HALLUM
ALSEK	25359	93	3575	QUES30-1	CNB	THEO SINGELIS
AMIDALA	621	93	ODR	JBOA105ODR	NONE-1	MICHAEL HAMILTON
AMORETTO	79104	180	6665	JEAN30-1	ST-1	MARTIN BOWER
AMSALA	4530	69	1535	SWED45-1	NONE-1	PAUL RUST
ANAM CARA	79093	45	1445	JBOA122-1	CE	DAVID ODENDAHL
ANARCHY	11	57	ODR	FLTH10-ODR	ST-2	TOM WARD
ANDROMEDA 1	43808	159	S545	TASW43-1	PM	BRYCE MATTHEWS
ANGEL EYES	35	78	1555	JBOA99-1	SS	TIM DUMONTIER
ANNA ROSE	61707	81	1532	JEANSO440	CN-1	ALEX MURRAY
ANNAPURNA	5	15	ODR	FARR360D-ODR	SE-1	IAIN CHRISTENSON
APPLE PI	21	168	255M	MART242	RC	ROCK KENT
AQUAVIT	3242	285	453M	FOLK26	ST-1	DAVID SINSON
AREA 51	51	165	256M	MART242-1	SD	JAMES BETTS
ARTEMIS	61526	126	4545	HUMC37L-1	CNW	WILLIAM POWELL
ASTERIX	519	93	ODR	JBOA105ODR	CN-1	JEAN PIERRE BOESPFLUG
ASTRA	40079	18	1S55	FARR40-3	RC	MARK DUNHAM
AURA	0	249	8734	BLAN33	NONE-1	WARD FAY
AURORA	29718	159	4565	RANC33-1	SS	DEREK DECOUTEAU
AVALANCHE	495	93	ODR	JBOA105ODR	ST-1	GOR BLIMEY
AVALON	450	183	555M	STWO7.9	CN-1	GREG SIEWERT
BACK BAY	8939	117	4655	CAL39-2T	NONE-1	PETER SCHOENBURG
BAD DOG	19	132	3565	OLSN911	PYC	JAMES SEVERS
BALDER 2	69927	132	5345	ERIC38-2	OL	JOSEPH DOWNING

BANDIT	39328	213	355M	RANC26-1	CE	DAVID M GOW
BARDO	828	159	2455	CATA36-2	CN-1	GREGORY DAVENPORT
BARNESTORMER	18084	141	3564	PETR34-1	PYC	ROBERT K BARNES
BEAUTY	79062	54	S545	JBOA46-2	RH	FLETCHER/ CLARK
BELLA	455	66	S555	HANS455-1	ST-1	DENNIS MORAN
BELLAROSE	79025	132	2755	BENE375-1A	NONE-1	TONY POLIZZI
BELLE-ILE	24	243	SS53	PACI31-1	CE	CARLOS/ JENNIFER DE MELLO E SOUZA
BETWIXT	39043	237	454M	C&C25-1	TT	LIAM BURKE
BIDET	227	114	148M	MELG20-1	PM	DANIEL MORROW
BIGG DOGG	0	147	2545	OLSN911SE	OK	CHAD HOLCOMB
BITE ME	2952	183	655M	JBOA24-1	SYS	PHILLIP CAMPAGNA
BITTERSWEET	39986	201	5444	MILL29-1	MIL	MIKE MENSE
BLACK ARROW	185	81	S655	BENE35-2	AN	STEPHEN ORSINI
BLACKFOOT	29807	153	555M1	HOTF27-1	NONE-1	MIKE CORCORAN
BLADE RUNNER	18727	159	555M	SANZ27-1	CNB	ERIN M ALLISON
BLOWN AWAY	31195	210	S432	HUMC31-2	RN	TYLER WILSON
BLUE HEAVEN	79139	123	SC35	C&C34-2	ST-1	RICHARD SERVANCE
BLUE JAY	0	123	5235	BENE41-OC	CNT	RICK GARRITY
BLUE JEANS	39742	201	3765	C&C27-3	ST-1	DUBRULE/DIFEDELE
BLUE MAX	18715	144	2575	APHRO101	TT	CHARLES HENDRICK
BLUELIGHT	229	93	ODR	JBOA105-ODR	ST-1	DENNIS BATALOV
BLUR	2211	111	138M	ROCK22-1	OK	JASON POLLY
BLUR	46407	156	455M	BBOA25-1	CN-1	THOMAS PERRY
BOADICEA	0	177	2355	ERIC32-3	ST-2	SIMON/ BECKY FFITCH
BODACIOUS	73392	129	5655	BENE35S5-1	SS	J ROSENBAACH
BOGINKA	59746	141	5555	JBOA30-1	CNT	JEAN FEDOR
BOOMERANG	9680	129	6555	CAL40-1	CN-1	GREG O'BYRNE
BREAKAWAY	73329	111	4555	OLSN34E-2	PYC	DAN PETRIN
BRIGADOON	45	69	5535	BENE45ORF	SE-1	AARON GAUL
BRUZER	124	168	ODR	MOOR24-ODR	HDR	MORGAN LARSON
BUCKET LIST	16	87	258M	ANTR27-2	CN-1	FRED L CREITZ
BUZZ	61708	54		CORSAIR	NWMA-1	BILL GIBSON
CAHOOTS	8836	150	3555	CANS36-2	SID	JACK ARMITAGE/ PATRICIA
CALIENTE	87262	102	2555	WIGG37-1	NONE-1	DANIEL ROCHE
CANDO	59171	165	1545	YAMA33-1	RC	RENE DIDIER EMCH
CASTAWAY	0	202	4564	CATA30-2	PR	KELLY FOUST
CAVIA PORCELLUS	38	114	3545	JBOA92-1	ST-1	ALEXANDER THOMSON
CELEBRATION	491	141	5555	JBOA30-1	AN	JIM BOTTLES
CERATOPS	27007	0	554M	31-R	NWMA-1	PAUL ENGLISH
CHARLIE	151	57	5345	JBOA120-2	TA	MIKE BROWN
CHARLOTTE	25365	96	5455	QUES30-1	CN-1	ALLEN JOHNSON
CHATTERBOX	268	87	4455	BENE36.7-1	CANF	ALAN BOCK
CHEEKEE MONKEE	2	-21	555M	F45RC	RVC	KIM ALFREDS
CHEERS	16	279	554Z	NONS22-2	PM	DON MCNEES

CHEROKEE	29456	153	5555	CAL33-1	TT	PETER STEWART
CHINOOK	10	141	3155	CAL39-2	ST-1	NOAH WALCUTT
CHINOOK	69360	138	4545	STW09.1	NONE-1	FOURCROY/ PRICE
CLARISSA	702	168	S75F	SOLG27-1	OI	CARL SANDERS
CLOAK & DAGGER	397	126	ODR	JBOA70-ODR	OI	BURKE THOMAS
COHO	6606	57	2455	FARR44-3	ST-1	RYAN HELLING
CONSTELLATION	52529	27	4555	JBOA133-1	CNT	RON HOLBROOK
CORSAIR	165	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
CUATRO VIENTOS	1232	195	584M	THUN26-1	CH	MIKE TUNNEY
DARK STAR	9700	-24	S375	RIPT44	CN-1	JONATHAN MCKEE
DARWIN	79836	168	5552	PDQ36	CN-1	Madden/ Midttun
DASH	49	75	1565	JBOA99-1	OI	KEN MACHTLEY
DASH	63337	135	5455	BENE345-2	SS	GARNER MILLER
DEAD A HEAD	244	81	S345	BENE51.1-1	ST-1	DAN BRETTLER
DEL MARE	278	201	5342	YAMA30-2	PT	PETER NOLASCO
DIFFERENT DRUMMER	52804	81	5555	CENT40S	CN-1	CHARLES HILL
DISCERNMENT	1036	144	3475	DUFR335-1	RVC	MARC OWEN FLOOD
DISTRACTION	497	90	ODR	MELG24-ODR	ST-1	TOM GREETHAM
DISTRAXION	4417	18	1855	XYAC44-1	SE-1	CARL SUTTER
DIVINE WIND	87730	180	355M	OLSN25-1	ST-2	RICHARD LOTZ
DOLCE DOMUN	98	144	6785	HALB42-1	OI	IAN WAREHAM
DOS	26000	81	177M	SIER26	PM	BRAD BUTLER
DOUBLE TIME	309	69	4455	JBOA109-2	RVN	JOHN POLGLASE
DOUBLE TROUBLE	272	93	ODR	JBOA105-ODR	ST-2	ADRIEN FELON
DRAGON FLY	74287	162	3C45	JBOA32-1	CN-1	JANICE FLESHER
DRAGONFLY	69702	168	357MK	WAVE24-1	RC	TOD BASSHAM
DREAMTIME	28054	135	5555	OLSN911SE	SS	BART MAUPIN
DULCINEA	174	93	ODR	JBOA105ODR	CN-1	DANAE HOLLOWED
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
EGRESS	69005	150	565M	HOTF27-1	CNW	STEVE TRUNKEY
EL GATO	446	93	ODR	JBOA105ODR	ST-2	JONATHAN SAUNDERS
ELIXIR	29	150	2555R	APHRO101	CE	JARRED SWALWELL
ELIXIR	59631	186	3655	CAL9.2	OC	JOE HOFFMAN
ELLA VA	79850	30	5255	JBOA130-1	OR	BAIRD PERRY
EMERALD LADY	3466	222	4555	CATA27-1	NONE-1	AUSTIN/ MILLS
EMMA LEE	5421	225	1C44	CATA30-2	SS	ROBERT BUTTS
ENDANGERED SPECIES	59879	120	1275	GUZZ30-1	NONE-1	TODD FEINROTH
ENTOURAGE	48	76	555M	F27F	NWMA-1	BEN RHEA CARVER
EQUUS	60919	63	4755	JEAN509	TT	DEAN / CONTI
ESCAPE	69160	79	MULTI	F27	NWMA-1	YURY PALATNIK

ESCAPE ARTIST	46929	93	S655	JBOA105-1	CNP	DANA SIBILLA
ESCAPE PLAN	0	150	1375	JEAN34.9-SO	ST-1	ALAN NOELL
ESCARGOT	43717	-30	5565E	SANZ52-3	ST-1	DUNCAN SMITH
ESPRESSO	18363	150	556M	EXPR27-1	MIL	BRAD ABELS
EVERDASH	0	132	9552	BENE38.1-O	PM	JONATHAN DAVIS
EXIT	15160	189	5555	STW07.9	MIL	JIM OOSTERHOF
EYE EYE	3	69	145M	XJBOA90	LPO	DAVID COHEN
FAIRTIDE	43	96	4255	SAGA43-1	ST-1	PATRICK FOX
FALCON	68	186	5455	CAL9.2	CNW	BRYAN R MASSEY
FANDANGO	9	195	575M	THUN26	GH	JAIME STORKMAN
FARFALLA	79016	189	5545	ELIT32-1	OK	JONATHAN MERKEL
FAST TIME	74319	111	3555	C&C38-3	BL	JOHN E STOCKLASS
FEARFUL SYMMETRY	331	129	ODR	JBOA80-ODR	CN-1	MICHAEL SAWYER
FELICITY	69920	135	5355	C&C36-1	CE	PETER W STEPHENS
FIASCO	67807	99	ODR	OLSN30-ODR	RVC	ARTHUR HESFORD
FIREWING	39	108	1565	BENE30F	PM	LINDSEY LIND
FIRST SIGHT	74271	60	5555	BENE45F5-2	MP	HAYES/ FS ADVENTURES
FLAIR	595	195	ODR	THUN26-ODR	CE	FRED E EHRLICH
FLASH	44	48	S365	JBOA111-1	CN-1	STEVE KIRSCH
FLASH	50330	33	4555	JBOA130-2	ST-1	JERRY L MCKAY
FLICKA	69262	72	5555	JBOA35-1	CNT	ERIC JOHNSON
FLYING ACE	614	126	ODR	JBOA70-ODR	CN-1	LEK DIMARUCOT
FLYING CIRCUS	69399	72	5555	EXPR37-1	OL	ELLIOTT / ELLIOTT
FLYING COLORS	65	57	1565	JEANSF3600	CN-1	JOHN FLETCHER
FLYING FISH	27098	70	555M	F28CC	NWMA-1	HARALD SCHIOBERG
FOLIE A DEUX	79182	132	5555	BENE35S5-1	SS	JEFF/ JOY JOHNSON
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	4240	3	1465	SWAN42-NYYC	PYC	DOUGLAS SCHENK
FREFLYTE	57573	180	3565	FREY39-1	NONE-1	JONATHAN M CRUSE
FREJA	2	27	S575	AERO43-1	ST-1	JONATHAN M CRUSE
FROG PRINTS	79070	177	3345	DUFR34-2	ST-2	ONDERS/ WILBUR
FROLIC	79851	93	S355	JEAN410-1	TT	DWIGHT MOTZ
GAMBIT	159	162	3545	CATA320	MIL	STEVE LUCAS
GARDYLOO	56500	63	5555	IMX38	CNT	ERIC J. NELSON
GARUFA	51697	207	SV85	FREE32-1	BL	NEIL BENNETT
GAUCHO	68	111	466MH	ROSS930	CN-1	JOHN CAHILL
GECKO	1	105	4555	C&C99-2	MIL	JOE GECK
GET SET GO	116	75	1655	BENE35-2	RC	GARY BROWN
GLADIATOR	46778	84	239M	CHEE30-1	CBS	DAVID SCHMIDT
GNARWHAL	32597	93	247M	ANTR27-1	ST-1	COLIN DUNPHY
GOES TO 11	19	93	247M	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
GOOSE CHASE	97970	111	4555	OLSN34E-2	PYC	ROB KLOFT
GRACE E	40622	72	5555	JBOA35-1	CNT	BRIAN WHITE
GRANDE DOLLY	79847	195	1U35	HALB31-1	SE-1	HIROKO SUGIYAMA
GRATITUDE	60733	99	S545	HANS415	CN-1	DAVID BARNES
GRAY JAY	1424	201	S56M	JBOA22-1	NONE-1	NEPTUNE SAILING CLUB
GRAY WOLF	401	54	5385	XMART40	PM	EVGENIY GOUSSEV
GRAYLING	7	144	3634	QBOAT	ST-2	DUKE H PHAN
GREAT WHITE	18320	72	5555	JBOA35-1	CNW	DAN L WIERMAN
GU	33	78	MULTI	CORS600	SS	DREW PHILLIPS
H.M.C.S. ORIOLE	480	165	5553	CUST102	CF	GORDON LACO
HAIKU	79110	159	3555	YAMA33-1	SEAS	BRIAN LIEB
HEART OF GOLD	28242	21	5555	SCHUM50	FH	JIM/SUE CORENMAN
HEART OF GOLD	43867	114	S555	JBOA92-1	BL	ROBERT LANE
HIGH NOON	8948	78	4755	C8948	SEAS	SEAN BOILY
HIKARI	61522	57	3435	SO480	ST-1	DAVE PELLERIN
HOB0	0	189	1342	RANC33-1	MIL	ANTHONY HOLLOWAY
HONEY BEE	643	204	565M	RANC26-1	ST-1	KERRY SHERWIN
HOOLIGAN	7668	129	6545	CAL40-1	PM	PENNY BENZ
HOOLIGAN	75111	48	S365	JBOA111-1	SE-1	RENEHAN / LANZINGER
HRAVN	51847	69	4455	JBOA109-2	CNB	TODD KOETJE
HULA	88	242	S435	WESL32-1	ST-1	WILLIAM / DARLENE STANGE
HUMMINGBIRD	153	168	ODR	MOOR24-ODR	ST-1	JONATHAN ANDERSON
HYDRA	60140	21	S565	KING40	ST-1	BRYAN AGNETTA
IDA CRANE	0	225	2C31	KNARR39	CE	STUART SUMNER
IMPULSIVE	489	141	6545	JBOA30-1	ST-1	ULF GEORGE GWILDIS
INCOGNITO	10	27	555M	G32	SE-1	MICHAEL KARAS
INCOGNITO	213	144	S35M	BENE27-1	NONE-2	MIKE FITZHUGH
INCONCEIVABLE	61594	114	3445	SABR40-2	ST-2	BAREND BRINK
INSATIABLE	1114	201	573M	THUN26-1	CNW	STEVE GORDON
INSUBORDINATION	212	93	ODR	JBOA105ODR	CN-1	LEN REZABEK
INTERFACE	59871	120	3575	DASH34-1	CN-1	GIL LUND/ BUNKER
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	132	5755	DUFR34-1	RVC	VERN LHOTZKY
INVISIBLE HAND	28	51	2575	C&C30.0	PYC	JANIECE BROWN
IRIE	61369	81	5555	BENE36.7-1	ST-1	GEORGE DOWDING
IRIS	46270	99	2555	HYLA42-1	PYC	JOHN COLBY
ISKRA	41381	198	3545	STW07.9	ST-1	BILL CIRINO
ISOLA	4923	219	3452	CATA30-1	MIL	JAMES STEIN
IT'S THE JUAN	1029	231	555M	SANJ24-1	OK	FRED AMES
J5	254	132	5355	JBOA80-1	PYC	TOM KELLY

JABEZ	59297	192	4455	RANC30-1	MIL	DAVE HETT
JADED	299	93	ODR	JBOA105-ODR	CN-1	CHRIS PHOENIX
JAM	18	0	4455	JBOA160	GH	MCPHAIL/ FOX
JAMMIN	705	129	ODR	JBOA80-ODR	GH	BAD COMPANY LLC/ MITCHELL
JAVELIN	87	129	ODR	JBOA80-ODR	NONE-1	PETER LISY
JEAX D EAU	52756	24	S355	XYAC41-2	CN-1	NATHAN/ VANESSA KUNDTZ
JEOPARDY	161	69	4W55	JBOA109-2	CNT	EDWARD W PINKHAM
JOLLY GREEN	1	129	ODR	JBOA80-ODR	CN-1	RYAN PORTER
JOLLY JUAN	710	231	555M	SANJ24-1	OH	BILL/ CATHY WALKER
JUAN SOLO	163	228	6555	SANJ24-1	OK	GABE HILL
JUGO	69022	57	5545	JBOA120-1	PYC	ROBERT HODSON
JUST US	897	126	ODR	JBOA70-ODR	PM	PMYC /CROSS/GAFFNEY
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
KARMA	4	117	456E	DASH34-1	CE	KEN ORLOB
KATANA	4157	186	ODR	JBOA24-ODR	SS	BILL MEULINK
KEET	97600	93	5555	JBOA33-1	TA	JIM HOEY
KERKYRA	74400	99	1645	HANS400-1	LAD	OWEN THISTLE
KERMIT	20	171	255M	XMART241-2	PYC	MARY STAINSBY
KESTREL	183	82	544M	F27	SCH	IAN WATSON
KILGHARRAH	94	174	2465	C&C30-2	CNB	KEVING HARTIG
KINDRED SPIRIT	242	159	S333	BENE38.1-O	LI	GLENN GRILEY
KINETIC	440	93	ODR	JBOA105ODR	AN	BOB HAYWARD
KINGLET	79845	27	555M	F22R	NWMA-1	PAUL SERAFIN
KIWI EXPRESS	69147	120	4555	FARR1020-2	CE	DAUBENSPECK/ FREYWALD
KNIGHT N GALE	59507	132	5754	LANC36-1	NONE-1	JARED MINARDCBP
KOOSAH	39110	177	4A55	PEAR36-1	SS	DAVE KNOWLTON
KORINA KORINA	25064	66	4545	C25064	SS	JON W KNUDSON
KOWLOON	17	129	5555	OLSN911	ST-1	KEN CHIN
KYRNOS	79039	3	S555	BARN57	SE-1	FRED LAFFITTE
LA CHANCIA	856	126	ODR	JBOA70-ODR	BL	JOHN STOCKCLASS
LA DOLCE VITA	5	186	5955	HUMC30-2	SYS	SCOTT STEVENSON
LADY TOO	59382	198	5554	SANJ28-1	ST-1	DAMON DARLEY
LAST CHANCE	35	90	ODR	MELG24-ODR	ST-1	MARK ANDERSON
LATITUDE	60680	96	S755	JEAN409	ST-1	BILL GIBSON
LAWNDART	67776	3	5765HK	SANZ50-1	NYC	BILL ALLAN
LES CHEVAUX BLANCS	79052	132	5555	BENE35S5-1	TT	GORDON KELLS-MURPHY
LIBERTY	64985	123	5555	C&C35-3	SS	H ANDREW SALLER, JR
LIFE	6850	294	554M	CATA22-1	CNB	MARK HERRICK
LIGHT SCOUT	143	48	4555	JBOA120-1	RVC	KIRK PALMER
LIGHTLY SALTED	79089	85	4545	BENE10R	PM	CHRISTA BASSETT ROSS
LITONYA	481	129	ODR	JBOA80-1	PA	MICHAEL KALAHAR
LODOS	41	48	1365	JBOA111-1	CN-1	MEHMET CEZIK

LUMMI	69929	66	S255	JBOA120-2	PM	BRETT FEY
LXIII	63	138	155MH	JBOA27-1	CN-1	DAN FALCROSIER
MAD DASH	1	99	488M	DASH34-1	PR	DAVID JACKSON
MAD MOORLIN	34	168	ODR	MOOR24-ODR	ST-1	KLAAS KRUTEIN
MADAME PELE	69914	108	5555EK K	DAVI29-1	LI	TOM ANDREWES
MADRONA	79067	18	S255	BUCH40	SE-1	CARL BUCHAN
MADRUGADOR	7240	129	6545	CAL40-1	CN-1	IRISH/ MADRUGADOR SYND.
MAGDALENA	41217	48	5555	JBOA120-2	PT	GREG BARRON
MAGIC	394	186	555M	CAPR25-1	SS	HENRY BROOKS
MAGIC DRAGON	69153	105	S55M	HOB133-1	SS	JON W KNUDSON
MAHANA	438	76	555M	F27	LPO	GABE MILLS
MAKIKA	37	-12	556M	F25C	NWMA-1	NIGEL OSWALD
MAKO	38044	39	1555	SYD38	SS	VANNICE/ CASSAL
MANGATA	97971	153	3C82	CATA380-1	CN-1	STEVE ZELIADT
MANIFEST	690	3	4475K	FB35	CN-1	TAD FAIRBANK
MARGARET II	46344	54	4455	JBOA120-2	BL	DAVID SHEPHERDSON
MARTHA	226	111	5542W KK	SCHOONER	NONE-1	SCHOONER MARTHA FOUND.
MAS KAOS	97807	75	5555	SCHO35-1	CNB	DOUG NESBIT
MATA HARI	1660	147	5555	CATA36-2	CN-1	JEFF BLYTH
MAVERICK	44	24	1565	XYAC44-1	SE-1	MARDA PHELPS
MEI LI	75	171	5555	BENE32S5-2	MIL	GRANT L ALBERT
MELIORA	150	126	2445	C&C37-1	CNB	SEAN JONES
MI HIJITA	69874	120	5452	JEAN44-1	NONE-1	RODERICK MCLACHLAN
MIDNIGHT ESCAPE	28206	189	455M	KIRB25-1	ST-1	VINCE VONADA
MIST	52	-90	3575E	TP52-1	CN-1	STEVE JOHNSON
MISTY	93	147	6W44H	CASC36-1	RC	PAMELA SESAR
MOJO	6	-6	555M	F25C	NWMA-1	ARTHUR PETITPIERRE
MOLA MOLA	59368	231	5555	ERIC25+	CE	SCOTT BASS
MOLIKA	192	238	3665	ALBN7.9	SYS	GARY BRUNER
MONOMOY3	1163	129	ODR	JBOA80-ODR	CN-1	SCOTT R VOKEY
MOONGLOW	525	93	ODR	JBOA105ODR	CN-1	NEIDHARDT/ SEATTLE SAILING
MOONSHINE	8398	147	566ME	DOGP26	ST-2	MARC-ANDREA KLIMASCHEWSKI
MORE JUBILEE	114	93	ODR	JBOA105ODR	CN-1	ERIK KRISTEN
MORE UFF DA	26	168	ODR	MOOR24-ODR	ST-1	BRADEN
MOSSY	52	126	ODR	JBOA70-ODR	OI	CHRISTINA WOLFE
MOUNTAIN	36	69	4455	JBOA109-1	CN-1	BERNHARD
MOYA	1427	201	S56M	JBOA22-1	NONE-1	NEPTUNE SAILING CLUB
MR NIBBLES	200	153	268M	ULTI20-1	ST-1	ADAM DOMANSKI
MY SUNSHINE	1016	177	4152	CATA36-2A	MIL	BOND/ BACON
MYRRH	64989	102	5555	XJESP30	PM	DAN KASELER
MYST	832	90	ODR	MELG24-ODR	PYC	ROD BUCK
MYSTERY	72	72	S345	JBOA112E	SE-1	RICHARD KNIERIM
MYSTIC	2615	18	5555	SYD41	CN-1	JEFF REINHOLD

NAMASTE	257	129	ODR	JBOA80-ODR	CN-1	RYAN BRUSH
NECESSARY EVIL	0	198	3665	CATA30-1	ST-1	KIRT HEGERBERG
NEFARIOUS	53	54	ODR	MUMM30-ODR	CN-1	DANIEL RANDOLPH
NELLY	59606	171	255M	XMART241-2	RC	DAVID PAUL
NEMESIS	127	189	5542	CAL30-3	TA	FRED R HAAS
NIMBUS	77058	177	565MH	EVEL26-1	TT	MARK HARANG
NO KA OI	15	129	ODR	JBOA80-ODR	CN-1	STEVEN NEIDHARDT SEATTLE SAILING
NORN	49450	156	S57MK E	SANZ27-1	SE-1	KRIS THOMPSON
NORTH STAR	46720	51	5755	BENE40.7-1	CN-1	CLIFTON TESCHKE
O	27	177	554M	OLSN25-1	ST-1	ERIC FINN
OBSESSION	69598	93	5555	FRER38-1	CNT	STEPHEN D RYAN
ODESSA	1310	186	5345	CATA34-4	ST-1	ARKADY TSEYTLIN
OFF CONSTANTLY	84	156	556M	SANZ27-1	AN	JEFFREY HULME
OGOPOGO	2	117	296M	DART25-1	PM	PAUL FAGET
ONE LIFE	26	78	S465	JBOA99-2	CN-1	DAVID MILLER
ORCA	12	120	SC55	J9	SE-1	BILL BOYESON
ORION	18637	177	163M	KETT32PC	ST-1	LIAM BURKE
ORN	271	93	S37M	SHIL27	AN	PAUL BIEKER
OUT OF THE BLUE	60159	99	148M	LS30	CNT	ED JACOBS
OUTLAW	77108	141	5555	JBOA30-1	CN-1	STORM /GOSSETT
OXOMOXO	39118	99	4555	SWAN391-1	ST-1	DAN LOW
PACIFIC HIGH	54978	99	5555	C&C34-2	SQU	JOHN GUGINS
PACIFIC HIGHWAY	56983	111	2C45	BENE473-2	QC	ALLAN EMAS
PACIFICA	7019	123	5545	NEVI49-1	NONE-1	DOUGLAS JONES
PAJEMA	103	195	5555	MORG27MK	SYS	JIM B SHAW
PALADIN	412	93	ODR	JBOA105ODR	NONE-1	DEVOUTONGOLLIER
PANGAEA	59059	105	5555	BALT39-1	AN	MAC MADENWALD
PARDON MY FRENCH	993	90	3335	JEAN45-2-SO	SE-1	FREDERICK SAVOYE
PARTHIAN SHOT	12	120	655M	JBOA29-1	MIL	STEPHEN JENSEN
PATHFINDER	47	51	4455	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
PEGGY SUE	154	147	1555	LASE28-1	AN	ERIC BEEMER
PELL MELL	28128	144	566ME	SUTT27-1	ST-1	ALEX P SIMANIS
PENELOPE	79075	108	4565	C&C99-1	RC	BEN EMERY
PERFECT 10	59604	144	4535	TARTTEN	QUAR	ALEX WIGLEY
PERFECT PANCAKE	30098	210	1C42	C&C30-2	OK	DONALD EVANS
PERFECTLY STRANGE	87210	174	466M	POCK22-1	ST-1	PAUL E KALINA
PERPLEXITY	41729	72	5555	EXPR37-1	ST-1	JOHN D WILKERSON
PICKLED HERRING	348	126	ODR	JBOA70-ODR		PMYC/ CROSS /GAFFNEY
PIPPA	3001	51	S465	LONG30	CN-1	JOHN RAHN
PRESTO	48	99	5555	VOYA48	NWMA-1	JOE/ SUE DAZEY
PTERODACTYL	0	90	555M	STREAK24	NONE-3	SHAWN DUNAND

PUFF	115	93	ODR	JBOA105ODR	CN-1	NEIDHARDT/ SEATTLE SAILING
PULELEHUA	8	108	566M	DASH34-1	NONE-1	MATT WALLIS
PULSE	80	78	555M	CORSP	SID	JAMES RONAN
PURPLE MARTIN	163	165	256M	MART242	OI	BETSY WAREHAM
RAKU	94	45	S365E	JBOA111-1	CNB	JOHN WILLIAM GERITY
RANGER	1777	189	4B45	CATA34-1	AN	SCOTT SOES
RATFISH	69061	93	555ME	EVEL32-2	ST-1	JONAH ZIMMERMAN
RAVEN	68	126	S555	JBOA80-1	CN-1	STEVEN NEIDHARDTSEATTLE SAILING
RAVENS HAVEN	5165	66	S545	ARCO380-1	SS	AARON SCHOFIELD
RED SKY	60245	72	S735	CENT45S	CN-1	WILLIAM BLAKEMORE
RED SPLASH	59946	123	3555	XYAC342-2	CNT	DON/ DEBBIE MCADAMS
REDLINE	50921	90	257M	ANTR27-1	SS	KYLE REESE CASSAL
RE-QUEST	18266	72	5555	EXPR37-1	CN-1	ALEX WETMORE
RIFF	496	135	136M	JBOA70-1	OI	BORIS LUCHTERHAND
RIPLEY	1210	195	ODR	THUN26-ODR	CNT	AARON MILLIGAN
RISING SUN	60422	135	6255	XYAMA36-1	MIL	LEWIS/ PERLE
RITALIN	49495	171	5455	BENE30E	NONE-1	CHAD DODD
RIVA	11211	36	1465	JBOA121-1	PYC	SCOTT CAMPBELL
ROCK LOBSTER	59306	210	585M	SANJ7.7	ST-1	TRENT PIEPHO
ROCK PAPER SCISSORS	18324	72	5555	EXPR37-1	SS	HANS SEEGER
ROWDY	840	195	ODR	THUN26-ODR	CN-1	BRENDAN GILBANE
ROZZ	187	165	256M	MART242	OI	GARY RENZELMAN
RUBICON	69320	135	554M	STWO9.1	CNB	DAVID KLINGBIEL
RUBY	87603	120	555M	JBOA29M	ST-1	KAZARAS/ AGUILAR
RUF DUCK	79112	3	552M	F9R	NWMA-1	JEFF OAKLIEF
RUFUS	79	90	ODR	MELG24-ODR	SS	TUCKER SMYTH
RUGOSA	41	123	S245	TART3400	MEY	ED WILDER
RUNAWAY	39010	141	5544	NORL34	SE-1	PHIL CALVERT
RUSH	67	57	1575	JEANSF3600-2	ST-1	PHILIP DEAN
SADIE MAE	53561	81	3545	GSOL40-1	NONE-1	JUSTIN BEALS
SALIENT 3	31	78	5555	BENE10R	RC	JAY THIELE
SALISH SEABISCUIT	203	165	256M	MART242-1	OI	MATTHEW BATTLES
SAMURAI	69249	225	3C42	SANT30T	MIL	DAVID POLLON
SAN SOUCI	210	234	S45M	CAPRI26-1	SS	KEVIN FRENCH
SANCTUARY	162	243	5535	NONS26-1	AN	CHARLES WEBB
SANS SOUCI	79154	177	4545	CAL31-1	MIL	STEVEN CARLSON
SCHEME	28060	105	565M	PYRA30	ST-1	JOOSTEN/ ROGERS
SCIROCCO	247	48	S455	HANS470-1	NONE-1	CHRIS NICHOLS
SEA SENORA	6	195	154M	STWO7.9	NONE-1	CHRISTIAN LAMP
SEA STORIES	58	84	S575	JBOA88-1	CNW	MATTHEW GARDNER-BROWN
SEABISCUIT	69600	81	S555	THOM35-2	TT	ANDREW NORTON
SEBASTIAN	61766	198	1645	TASH36-1	ST-1	COLIN GRIGSON
SECOND HALF	47	198	3555	CATA30-3	SYS	WARREN DALBY

SECOND WIND	396	285	SC2M	SANJ23-2	TRI	JEFFREY LONGMORE
SEEKER	18299	156	3555	PRET35-1	ST-1	KEN GREFF
SELAH	77	78	S755	JBOA100-2	EH	TAD FAIRBANK
SERENITE	93	90	4535	BENE46-1	ST-1	Victor Mushkatin
SETRI	41246	92	6545	SWAN46-1	RVC	PETER/ SUSAN DENNIS
SHADA	44	69	4455	JBOA109-2	CN-1	J A WOODFIELD
SHAKA	69432	93	555ME	HOB133-1	SS	MATT NILES
SHEARWATER	120	57	4445	JBOA120-2	CN-1	CARL SHEATH
SHEARWATER	40248	72	5555	JBOA35-1	CNT	KARL HAFLINGER
SHORELESS	490	132	6665	JBOA30-1	JUN	ERIC KUEFFNER
SHORT CIRCUIT	69800	86	5555	TRIP33-1	CNT	JAY PYLES
SIDEWINDER	59718	99	555M	OLSN30-1	TA	MIKE/ BRAD JONES
SIR ISAAC	18944	99	4645	BURNS49	PT	JOHN/ANN BAILEY
SIRIUS	79063	135	4555	JBOA32-1	SEQ	DURKEE B RICHARDS
SJOJUNGFRUN	190	126	3745	CATA400-1	ST-1	STEFAN DAMSTROM
SKYA	54	114	S45M	SEAS27	ST-1	BORIS BOBROV
SLICK	69299	120	555M	JBOA29M	CNT	CHRISTINE NELSON
SLOOP DAWG	69849	93	3555	BENE405-1	ST-1	ADAM MARVIN
SMILIN JACK	29410	198	555M	MORG27F	PM	JOHN C WADE
SOLITAIRE	52	159	564M	SANZ27-1	TT	CHRIS CAUDILL
SOLO	59602	222	2C55	RANC28-2	ST-1	DIEKMANN / METZGER
SON OF RAVEN	69919	15	858M	F31TRI	NWMA-1	CHRIS S SHERMAN
SONRISA	56470	81	6545	BENE36S7-1	AN	RYAN SAGAN
SOUFFLE	223	201	3742	CAL34-1	RC	PHILIP LEWIS
SPACE CADET	382	204	354M	HOLD20-1	PM	ALAIN HUGGLER
SPIRIT	69051	81	5555	BENE36.7-1	SS	STEPHEN L. JONES
SPIRIT	69127	96	555M	HOB133-1	LA	DUANE BROYLES
SPORTING JENNY	53242	135	5545	STWO9.1	CE	CARL HARRINGTON
SPYHOP	171	69	4455	JBOA109-2	CN-1	DAVID SCHUTTE
STARFIRE	59	267	422M	BLAN26	OI	STANLEY M MILLER
STELLAR	0	81	SC55	DUFR460GL	CN-1	WINDWORKS SAILING CTR
STELLAR J	546	129	ODR	JBOA80-1	CN-1	ALAN ROSS
STILL HITCHED	218	90	ODR	MELG24-ODR	ST-1	KEVIN SWACKHAMER
STRAIGHT NO CHASER	151	90	ODR	MELG24-ODR	PM	RUSTY / HALEY LHAMON
STRAY CURRENTS	97279	81	S555	JBOA35-1	PYC	WILLIAM WILKERSON
STRIDER	49589	126	5555	HOTF31-2	SS	PAUL CASE
STRING THEORY	69087	57	5655	OLSN40-1	CN-1	BOB KING
TAHLEQUAH	41793	72	5555	JBOA35-1	CN-1	DON/ GEORGE LEIGHTON
TAILWIND	302	189	455M	CAPR25-1	ST-1	KIRK SCHROEDER
TAJ MAHAL	445	129	ODR	JBOA80-ODR	CN-1	NEIDHARDT/ SEATTLE SAILING
TALLY HO	315	126	ODR	JBOA70-ODR	BL	MICHAEL POWELL
TANTALUS	73399	75	5555	EXPR37-2	CN-1	OLE HOVLAND
TANUKI	12	108	346M	C00012	ST-1	MILES JOHANNESSEN
TARDIS	63	207	2165	YANK30-1	NONE-1	BOB BEAUSOLIEL

TASTES LIKE CHICKEN	363	129	ODR	JBOA80-ODR	ST-1	RICHARD DEMMLER
TATOOSH	51910	57	5545K	SWAN51	NONE-1	G. THOMAS HUTTON
TC	77855	93	475M	HOB133-1	CN-1	HOAG/ PETERSON
TCHOUPITOULAS	69244	72	4565	JBOA35-1	CN-1	HANSON/ RICHARDSON
TENACIOUS	42779	114	4545	OLSN34E-2	PYC	JEFF STONG
TERRAMOTO	59902	30	126EE	RIPT35-3	CN-1	WILLIAM WEINSTEIN
THE BANANA STAND	104	156	556M	SANZ27-1	ST-1	ADAM YURET
THE BOSS	69112	72	5555	JBOA35-1	CNW	CHAD STENWICK
THOSE GUYS	18155	72	ODR	JBOA35-ODR	CN-1	JENNIFER HEINS
THREE RING CIRCUS	37	174	555M	OLSN25-1	ST-1	NATE CREITZ
TIGER LILY	38	87	748M	F24	NWMA-1	MARCUS ALDEN
TIGGER	22	57	S36M	FLT110-1	CNW	CODY PINION
TIME BANDIT	50	54	5355	JBOA120-2	OI	ROBERT BRUNIUS
TIME WARP	39528	39	ODR	FARR395-ODR	CN-1	PETER NELSON
TIR NA NOG	0	135	3352	TART3700	ST-1	MCMENAMIN/ GINGERICH
TOCCATA	77	174	1645	C&C30-2	MIL	PHILIP GAY
TONIC	59512	132	4955	RODG34-1	CN-1	MARK BRINK
TOURIST	18	87	5555	JBOA100-1	SE-1	WILLIAM DANIEL
TRAFFIC	75	-51		MULTI	COWB	TIMOTHY LOTT
TREACHERY	267	165	256M	MART242	OI	KEN MACHTLEY
TRI TO BE NICE	28395	12	556M	CORS31	NWMA-1	SHAUN HEUBLEIN
TRIAL HORSE	59	54	555M	SPRINT750	AN	J. TREVOR DIMARCO
TROUBLEMAKER	604	93	ODR	JBOA105-ODR	CN-1	JENNIFER MAGEE
TRUE LOVE	61052	105	5375	SPEN1330A	SE-1	STEVE SMOLINKSE
TUARUA	737	231	354M	CAPR22-3	OK	CRAIG COOLEY
ULTREIA	79849	90	1545	JEAN410-1	SE-1	JAMES REECE
UNDAUNTED	2	0	555M	32AX	NWMA-1	GINNIE JO BLUE
UNDERDOG	85	129	ODR	JBOA80-ODR	CN-1	NEIDHARDT/ SEATTLE SAILING
UNDINE	61566	99	3345	BENE4730-1	AN	MURRAY LAIDLEY
UNO	26001	75	145M	XSIER26	PM	BRAD BUTLER
UPROAR	41	129	ODR	JBOA80-ODR	ST-1	MORRIS LOWITZ
VAMOOSE	51233	51	5635	JBOA120-2	OR	SHAUN RASMUSSEN
VARYA	14	186	2535	RHOD27	NONE-1	JEN/ PETER BATES
VELOCE	706	129	ODR	JBOA80-ODR	GH	GERALD GILBERT
VELOCITY	28642	72	6555	JBOA42-1	PYC	THOMAS KEFFER
VERTIGO	737	120	127M	VERT26-1	OK	SHANNON BUYS
VIGILANT	12	96	4555	NAVY44	NAEV	NAVY BLUE AND GOLD
VIRIDESCENT	74375	93	4545E	C&C110-3	PM	BENJAMIN RAPPOPORT
VITESSE	240	81	5555	BENE36.7-1	BL	DAVID STEFFEN
WAILANA	42204	99	5565	EXPR34-1	BL	PAUL TAYLOR
WAR CANOE	57	51	1775	FARR30	CN-1	MICHAEL GOLDFARB
WATER STREET	1376	252	554M	CAL24-2	ST-1	MARK JACKSON
WHISPER	15	96	S275	LA28	CN-1	MILLER/ ALBRECHT
WHITE SQUALL	9678	132	8545	XCAL40	TA	ROGER J DEITZ

WHOLESOME 30	59486	108	S55M	OLSN30-1	CN-1	JOHANNES THIJSEN
WILD FIRE	19970	192	5B34	ERIC35-2	CNB	GREG ZIMMERMAN
WILD RUMPUS	83	156	556ME	SANZ27-1	AN	STEPHANIE CAMPBELL
WILDFIRE	69631	99	555M	OLSN30-1	ST-1	ROBERT HODGE
WILLIE TIPIT	64996	78	5565	SR33-1	SS	CHARLES NORMAN
WILY	67993	129	555K	WYLI34-1	MIL	DAVID HANDEWITH
WIND DANCER	46489	138	2345E	TART3800	CN-1	CHRIS MCMULDROCH
WINDSPRINT	0	69	1655	DEHL38C	CN-1	THOMAS RASCHKO
WITH GRACE	50791	57	4345	JBOA120-1	CN-1	CHRIS JOHNSON
WORK RELEASE	61396	162	2555	JEAN37-5	TT	ROSS CHAMBERLAIN
XOCOMIL	52934	84	6655	C&C37-2	TA	ROB NETTLETON
YEAH DOGG	108	174	555M	OLSN25-1	CNW	NIKITA CARDENAS
ZAMBUCA	74399	69	1565	C&C115-1	SE-1	ANDY ROTTLE
ZAP	59269	156	454M	ZAP26	ST-1	DON SARIN
ZEN NO ZEN II	52854	81	4655	SABR426	IYC	ROSS BERNARD
ZEN YATA	11	189	1535	PERR39	AN	TIM WENGER
ZEPHYR	69097	141	5555	JBOA30-1	CNT	BARKERGLASSLEY
ZEPHYR	69308	135	455M	JBOA27-1	ST-1	MICHAEL DARCY
ZIVA	61733	57	1455	BENE36-1	SS	MEL SCHAEFER
ZIVA	61733				SS	SCHAEFER/DAVIDSON
ZOE	1110	201	555M	THUN26-1	ST-1	NICHOLAS WAYAND
ZULU	74391	66	1565	C74391	RVC	MARK INSLEY
ZULU TANGO	7395	39	ODR	FARR395-ODR	CNT	ZACHARY TUCK
ZZZAP	180	105	S55M	HOB133-1	RVC	GREG/VANESSA ZAPUTIL
NO BOAT HANDICAPPER			NO BOAT		SS	RAFE BESWICK
NO BOAT HANDICAPPER			NO BOAT	NO BOAT	CN-1	MATTHEW WOOD
HONORARY MBR			NO BOAT	NO BOAT	TA	WILLIAM R NELSON
HONORARY MBR			NO BOAT	NO BOAT	MIL	ALAN GRIM
NO BOAT			NO BOAT	NO BOAT	NONE-1	MARY WHITE
HONORARY MBR			NO BOAT	NO BOAT	CN-1	DAVID M BLAKEMORE

History of Current Safety Regulations in the Northwest

Through the early 2000s safety equipment rules in yacht racing were governed either by local Yacht Racing Associations (YRAs) or by national/international regulations, either US Sailing or the International Sailing Federation (ISAF), now World Sailing (WS), Offshore Special Regulations (OSRs). In the NW, the commonly used set of rules were the Pacific International Yachting Association (PIYA) Regulations. The PIYA safety regulations functioned similar to how the World Sailing Offshore Special Regulations (OSRs) were managed. All these rules deal with safety equipment to be carried on board, stability, crew training, and construction. These racing specific rules add to what the Government (USCG in the US) require.

Over time the OSRs were replaced with the US Sailing Safety at Sea Committee to develop the Sailboat Equipment Regulations (SERs) in 2012. SERs simplified regulations were trimmed to just three categories from six. The SERs adhered to regulations set out by ISAF/WS with the intent that safety equipment rules served as a framework that could be refined by Organizing Authorities (OAs) for event needs, still easily understood by sailors.

Around 2015-2016 World Sailing (WS) completed a major revision of the OSRs, tightening up language, moving some sections from the body of the rules into appendices and the recommendations into a separate book to keep the rule text more compact.

In 2017 PIYA deferred its role to the national (SERs) or international (OSRs) standards covering both US and Canadian events. PIYA exited the safety regulations arena.

Each set of rules are regularly reviewed and amended. The both sets of rules are revised on a 2-year cycle with an updated version coming out on even numbered years. For both rules, amendments are put out between revisions if a situation calls for it, such as unintended consequences to a rule.

The OSRs have 6 keelboat categories which gives more ready-to-use options versus the 3 levels of the SERs.

2022-23 OSR category levels edition

Category 0

Trans-oceanic races, including races which pass through areas in which air or sea temperatures are likely to be less than 5°C (41°F) other than temporarily, where boats must be completely self-sufficient for very extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.

Category 1

Races of long distance and well offshore, where boats must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.

Category 2

Races of extended duration along or not far removed from shorelines or in large, unprotected bays or lakes, where a high degree of self-sufficiency is required of the boats.

Category 3

Races across open water, most of which is protected or close to shorelines.

Category 4

Short races, close to shore in warm or protected waters normally held in daylight.

OSR Inshore Racing

Short races, close to shore in warm and protected waters where adequate shelter and/or effective rescue is available all along the course, held in daylight only.

The SERs use the following definitions for their three levels: Ocean, Coastal and Nearshore.

Ocean

Long distance races, well offshore, where rescue may be delayed

Coastal

Races not far removed from shorelines, where rescue is likely to be quickly available

Nearshore

Races primarily sailed during the day, close to shore, in protected waters.

Comparing the two rules, the SER categories synchronize with OSR categories 1, 3 and Inshore Racing. Both sets of rules also include multihull specific rules.

Whichever equipment rule is used, it should be referenced in the Notice of Race (NOR) and Sailing Instructions (SIs) to specify the required equipment. Both rules address matters of build integrity along with stability and required equipment. Some levels of the rules also require crew training.

Both sets of rules are primarily equipment-related which keeps the door cracked open should an OA want to conduct inspections. The SERs and OSRs both have checklist templates that can be used by inspectors.

For racing in the NW, a noteworthy item is that both OSR Inshore Racing and SER Nearshore do not require lifelines. Whether this is appropriate for longer races in cold water is always a matter of debate. OSR Cat. 4 allows spliced synthetic lifelines as these are intended to be daylight only events. For events which go after sunset OSR Cat. 3 or SER Coastal both require the lifelines to be uncoated stainless-steel wire. Vinyl coated wire was outlawed around the year 2000 as there had been numerous incidents where the vinyl coating masked corrosion to the SS core until it failed. Any events allowing vinyl coated wire lifelines should strongly consider changing this at once. The basis for synthetic lifelines being only for daylight races came from cases of sheets chafing through synthetic lifelines and this not being deemed appropriate for races that take place at night where damage might not be noticed until an MOB situation occurs.

Currently, local events use of the rules is not cohesive; some use the SERs, some use the OSRs, some have continued to use the PIYA Rules (2017 or earlier versions), and some events make their own rules. To make things simpler, safer, and consistent for both OAs and competitors- using standardized rules that are regularly reviewed and updated by knowledgeable groups will be a good path forward. Both the OSRs and SERs offer this to race organizers.

Chris Tutmark
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US Sailing Safety at Sea Committee Member
US Sailing Measurer
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Links-

World Sailing Offshore Special Regulations, both monohull and multihull-

[https://www.sailing.org/tools/documents/WSOffshoreSpecialRegulations20222023v2-\[27823\].pdf](https://www.sailing.org/tools/documents/WSOffshoreSpecialRegulations20222023v2-[27823].pdf)

Offshore Special Regulations Inspection Cards (located at the bottom of the page)-

<https://www.sailing.org/documents/offshorespecialregs/index.php>

OSR recommendations- [https://www.sailing.org/tools/documents/OSR201415RecommendationsremovedfromOSR2016Text-\[26941\].pdf](https://www.sailing.org/tools/documents/OSR201415RecommendationsremovedfromOSR2016Text-[26941].pdf)

US Sailing SERs - <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>

SER multihull rules https://www.ussailing.org/wp-content/uploads/2022/01/Multihull_SER_2022.0.xlsx

US Sailing recommendations and best practices for offshore sailing- <https://shop.ussailing.org/digital-texts/safety-at-sea/>

Low Speed Chase incident report- <https://cdn.ussailing.org/wp-content/uploads/2018/01/Farallones-Report-FINAL.pdf>

Wingnut's incident report-https://cdn.ussailing.org/wp-content/uploads/2018/03/safety_us_sailing_CYC.pdf

Full article can be found at <https://phrf-nw.org/welcome-to-phrf-nw/meetings-past-and-upcoming/phrf-nw-ratings-info/>