

General

1. An application for a PHRF Rating should be made on the official online application form on the Yachting New Zealand website, www.yachtingnz.org.nz (Racing, PHRF) and must be paid in full, before the application can be processed. The application form, when completed and declaration check box ticked, is the basis for the initial PHRF assessment and is deemed acceptance of the PHRF rules.
2. A Certificate showing the PHRF particulars of a rated yacht will be available to the owner and the public on the Yachting New Zealand PHRF site when it has been rated. Owners are required to advise Yachting New Zealand immediately of any changes to measurements recorded on the PHRF certificate, or to any other measurements that may affect the potential performance of the boat. Changes or modifications to measurements make current PHRF certificates invalid, and the owner is required to inform Yachting New Zealand who will arrange for the rating to be re-assessed and will issue a new certificate if the rating is changed*. A fee may be charged for the re-assessment.
3. The PHRF Certificate shall be regarded as an official measurement document. At any time, as a result of a protest, or for any other reason, Race Officers, a Protest Committee, or Officials of Yachting New Zealand may arrange for suitably qualified persons to check the declared measurements of any yacht, or its sails or spars. If actual measurements are found to be materially different from declared measurements, the yacht may be subject to disqualification. Yachts not complying with their certificate are liable to protest by other competitors.
4. All yachts racing under PHRF shall be registered with Yachting New Zealand in the name of the current owner/syndicate name, and shall display the appropriate sail number. New registrations and change of ownership can be made via the Yachting New Zealand website online form – www.yachtingnz.org.nz (Racing, Boat Registration)
5. A rating certificate is automatically invalidated by a change of ownership. New owners must complete the online PHRF 'Re-registration' form – www.yachtingnz.org.nz (Racing, PHRF). Yachting New Zealand will review and re-issue a new certificate.
6. A boat may hold only one current PHRF Certificate at a time.
7. Current PHRF certificates will be published on the Yachting New Zealand PHRF website for viewing by owners, clubs and the general public.
8. Free first-time owner certificates are valid only for **owners** who have not previously held a PHRF.
9. Yachting New Zealand reserves the right to review PHRF ratings at any time during the year.
10. Yachting New Zealand reserves the right to enforce amendment deadlines as set out in the Notice of Race by the Organising Authority.

11. Yachting New Zealand has the right to withdraw or not process a PHRF in the event of an owner not meeting a deadline set by the Organising Authority.
12. Applications required within 4 working days are deemed 'urgent' and as such require payment of the additional \$60 urgent processing fee. No PHRF can be processed within 2 working days.

***Changes to Boat Measurements Include:**

- Change of ownership
- Any change which affects information declared during the PHRF certificate application.
- Keel or rudder modifications or replacement.
- Changes to a boat's rig, spars or materials used in standing rigging.
- Any change which either increases or decreases the weight of a boat.
- Changes which may affect the rigidity of a boat's hull or structures.
- Partial or complete replacement of decks or cockpits
- Any change which modifies the shape of a boat's hull
- Any other change which could be reasonably expected to affect a boat's performance.

Measurement Rules

1. Yachts must race in the trim declared on the application form and set out on the PHRF Certificate.
2. The method of measuring sails and boats shall be set out in the IRC regulations in force at the time. It is not intended that sails and boats shall be officially measured unless the PHRF committee deems it necessary.
<http://ircrating.org/>

3. Definitions:

The current IRC definitions apply. These include any published changes after the IRC Yearbook has been distributed. The only exception is for a Flying Headsail which shall be declared separately in PHRF (see definition below).

Flying Headsail definition:

A Flying Headsail for purposes of PHRF is defined under IRC rules as a headsail and has the following additional characteristics:

- a. The sail's luff is not normally attached to a permanent working sail forestay AND
- b. The tack is attached in front of the yacht's permanent working sail forestay. I and J measurements should be declared with respect to a yacht's declared headsail, not the separately declared Flying Headsail.

For 2026, we have also updated our guidance for the declaration of spinnaker poles, whisker poles and how we consider other poles and struts such as hull outriggers below.

4. Guidelines for Spinnaker Poles, Whisker Poles and other poles and outriggers.

[To be read in conjunction with the World Sailing Equipment Rules of Sailing 2025-2028 (ERS) and Racing Rules of Sailing (RRS)]

4.1 PHRF Guidelines - Spinnaker Poles, Whisker Poles and other poles and outriggers

4.1.1 Spinnaker Poles, Whisker Poles and other poles

This includes any spar or pole connected to the mast and used to sheet a headsail (such as a genoa, jib, staysail, or flying headsail) to windward or leeward. These devices function by moving the sheeting point—typically outboard—and are treated as Whisker Poles for measurement and penalty purposes under the PHRF system. Refer picture for an example.



PHRF requires their use and length to be declared and applies a small penalty, usually in Passage and Short-handed configurations.

Their maximum length should be recorded in the Spinnaker Pole field and a comment made in the description of changes, or in an email to Yachting NZ. If the yacht also employs a spinnaker pole, then both spars should be recorded.

It is our intention to add a further field to our application process and certificates to collect information regarding the use of Whisker Poles.

4.1.2 Outriggers and other Hull Spars not attached to mast

If you are intending to fit and operate a hull outrigger/strut that is not attached to the mast, and which will extend outside the gunwale then be aware that this is not permitted under RRS Rule 55.3. This would apply to any race under RRS (i.e. not just a PHRF division).

Although there are exceptions in sailing (e.g. IMOCA class), there is no current provision for their use in NZ sailing under RRS.

In the case of a one-off event with dispensation the committee would request further details and photos before accepting the measurement. We would also ask how the equipment is rigged and whether it is intended to be left in place during racing. This is to understand its method of attachment, range of movement and intended sail handling use, and to understand how it will fit within the existing RRS, ERS and event rules.

4.2 – Summary of Guidelines

The following table sets out:

- Relevant definitions and references from the ERS and RRS. This is not a complete list – refer ERS and RRS
- Relevant NZ PHRF guidance

Item	World Sailing Definition	Additional NZ PHRF Comments	Required to be declared for NZ PHRF
SPINNAKER POLE	ERS PART 2 F1.4d(i) - A spar attached to the mast spar and connected to a spinnaker guy. RRS 55.2 - Spinnaker Poles; Whisker Poles - Only one spinnaker pole or whisker pole shall be used at a time except when gybing. When in use, it shall be attached to the foremost mast spar (as defined in ERS).		Yes, including length
WHISKER POLE	ERS PART 2 F1.4d(ii) - A spar attached to the mast spar and connected* to a headsail** clew. See also RRS 55.2 above	<ul style="list-style-type: none"> - Might also be referred to as a Jib Stick or Reaching Strut. Headsails (see ** below) include what PHRF considers Flying Headsails (See Part 3. above for definition) but may not be used to sheet a spinnaker. - The definition of 'connected' (see * below) includes 'attached to' and 'sheeted to' the corner of the sail." - May project past gunwales. 	Yes, in addition to any Spinnaker Pole, including length.

JOCKEY POLE	ERS PART 2 F1.4d(vii) - A spar attached to the hull or mast spar, extending transversely and connected to a spinnaker guy.		No
OUTRIGGER	ERS PART 2 F1.4c (iv): A hull spar extending transversely connected* to a sheet.	<ul style="list-style-type: none"> - Not permitted under RRS 55.3 if extends outside gunwales. "No sail shall be sheeted over or through any device that exerts outward pressure on a sheet or clew of a sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck..." (see rule for exceptions)". - May be permitted under class rules and class racing, or under a race exclusion from RRS 55.3. 	Discuss with PHRF Committee
*Definition of 'Connected'	ERS PART 2 – C.6.3 Boat Control Definitions (g) "Connect" <i>To bring together or into contact so that a real link is established by which one item affects the function of the other; therefore includes "attached to" and "sheeted to" the corner of the sail.</i>		
**Definition of 'Headsail'	ERS – PART 2 - G.1.3 Sail Types: <i>Headsail - A sail set forward of the mast spar or of the foremost mast spar if more than one mast, where the measurement between the half luff point and the half leech point is less than 75% of the foot length.</i>		

5. Current IRC Rules and Definitions

Current IRC Rules and Definitions can be found at:

<http://ircrating.org/technical-a-certification/rule-a-definitions>

See below for measurement diagrams.

