

From PHRF New England (www.phrfne.org), the following table of Westsail yachts, with adjustment information:

Base PHRF Ratings:

WESTSAIL 28	261
WESTSAIL 32	222
WESTSAIL 42	159
WESTSAIL 43	159

Adjustments:

AUXILLIARY POWER

Two bladed solid propeller on an exposed shaft	+6 sec/mile
Three bladed solid propeller on an exposed shaft	+9
Three bladed solid propeller in an aperture	+3
Two bladed feathering propeller in an aperture	-3
Three bladed feathering propeller in an aperture	0
Outboard fixed in well with two bladed solid propeller	+6
Inboard with exposed shaft in place of outboard	+3 to +9

RECREATIONAL ADJUSTMENT

Limited inventory, jib roller furling, polyester and mylar only in working sails, no exotic sail materials such as kevlar, spectra, technora, etc.. A maximum of: One nylon spinnaker One jib with $L_p > 110\%$ One jib with $L_p \leq 110\%$	+6
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CRUISING HANDICAP - No free flying sails (this includes no mizzen staysails of any kind)

Normal masthead rig	+12 from racing handicap
Normal fractional rig	+6 from racing handicap
15/16s rig (I is greater than P, but not masthead)	+9 from racing handicap
Fractional rig with ISP greater than 1.01 times IM	+9 from racing handicap
Lp 135% or less, but not if small jib standard handicap	+3 additional from cruising

SPL > J but Whisker pole length = J

+3 additional from racing

REDUCTION IN RIG MEASUREMENTS

It is intended not to give credit for minor reductions in sail area. Therefore credit will not be given unless a significant reduction is made. An example would be that you would have to reduce the boom length (mainsail foot) by at least 5% to get a credit.

CARBON RIG ADJUSTMENT

In cases where the base boat has an aluminum mast, changing to a carbon mast will result in a handicap charge of between 3 and 6 seconds per mile, depending on the relative section of the aluminum mast. There is usually not a charge for changing to a carbon boom.