



# CERTIFICATE APPLICATION AND CHANGE FORM

Revised March 2006

New  Change

Certificate #
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<b>OWNER INFORMATION</b>		<b>Yacht Club:</b>
Name:		Email:
Address:		Home Phone:
City:		Bus. Phone:
Prov/State:	Postal/Zip:	Fax :

BOAT INFORMATION		Current or New				Previous (if known)			
Boat Name:									
Sail Number:									
Yacht Class:									
<i>Measurements in Decimal Feet Only !!</i>						<b>Handicappers ONLY !</b>			
						<b>CODE</b>	<b>FS</b>	<b>NFS</b>	
<b>JIB</b>	LARGEST HEADSAIL (LP)	Standard J - <i>optional</i>	Jib LP		Whisker Pole (WPL)				
<b>DOWNWIND</b>	#1 Flying Sails	Symmetrical <input type="checkbox"/> Grandfathered	Max Girth	Mid Girth	Luff	Foot			
		Asymmetrical <input type="checkbox"/> Grandfathered	Max/Mid Girth	Luff	Leach	Foot			
		FS Attachment	Spin. Pole (SPL)		Bowsprit (BSL)				
<input type="checkbox"/> #2- No Flying Sails – (Downwind Jib Adjustment = Jib adjustment)									
<b>MAIN</b>	<input type="checkbox"/> Conventional Backstay <input type="checkbox"/> No Backstay * <input type="checkbox"/> Backstay Deflectors * <input type="checkbox"/> Removable backstay * <i>*all measurements required</i>	Headboard (HB)	Girth Upper (MGU)	Girth Middle (MGM)	Full Length Battens?  Y <input type="checkbox"/> N <input type="checkbox"/>				
<b>PROP</b>	<b>OUTBOARDS</b>			<b>OTHER</b>					
	10 (K) - Prop. Immersed both tacks 9 (M) - Standard. Retracted when racing 8 (P) - Inadequate speed under power ( $\sqrt{LWL}$ )			1 - NO MOTOR IB converted to OB: <i>New class needed</i> OB converted to IB: <i>New class needed</i>					
	<b>INBOARDS</b> – check each type as applicable								
	<input type="checkbox"/> In Aperture <input type="checkbox"/> Out of Aperture <input type="checkbox"/> Saildrive	<input type="checkbox"/> Folding/Feathering <input type="checkbox"/> Fixed/Solid	<input type="checkbox"/> 2 Blades <input type="checkbox"/> 3 Blades	<input type="checkbox"/> Inadequate Speed <Hull Speed ( $1.34\sqrt{LWL}$ ) <input type="checkbox"/> Retractable prop with flush plate					
I certify that no changes other than those herein have been made.						Total Adjustment <b>(R)</b>			
Date: _____						Standard Potential <b>(SP)</b>			
Owner: _____						Adjusted Speed Potential <b>(ASP)</b>			
Handicapper: _____							<b>FS</b>	<b>NFS</b>	

# PHRF - LO APPLICATION FORM INSTRUCTIONS

All owners requesting a PHRF - LO handicap certificate are required to take measurements of the appropriate sails and record them on the reverse side along with all pertinent data relating to his/her boat. The data that has been supplied is entered into the PHRF - LO database and a certificate is then issued for each owner. If an owner requires assistance or needs further instruction, the club handicapper will be able to assist.

NOTE: A certificate is issued for an owner, not a boat. If you have applied for a certificate previously but do not have the certificate number, do not apply for a new certificate. Your previous certificate will be located and changed to reflect any new data that may apply.

## **OWNER INFORMATION SECTION:**

**Certificate number:** If you know your number please indicate it on the application form. If you are applying for the first time, a certificate number will be generated for you.

**Other information:** PLEASE PRINT your Yacht Club, name, address, city, province or state, postal code, phone number(s) and email for our records.

## **BOAT INFORMATION SECTION:**

List the **Name of the boat, sail number** and the true **class of yacht** (EG: C&C 27 Mark 4. (**DO NOT** list your yacht class as a C&C or Sloop, etc.). If you have any information of any previous name or class that this boat could be recognized under, please list it. We will attempt to locate the boat in our data and transfer it to you.

## **MEASUREMENTS:**

**JIB - ALL BOATS (EXCEPT THOSE WITHOUT A JIB)** must list the length of the **Largest Headsail (LP)**. (You need only indicate the standard boat 'J' if you know what it is).

**JIB LP** is defined as the shortest distance from the projected intersection of the leech and the foot of a jib to the luff in a direction 90 degree to the luff.

**WPL** is defined as the length of the whisker pole measured from the centerline of the forward face of the mast to the extreme outboard end of the whisker pole. The measurement shall be in a direction parallel to the water.

**DOWNWIND:** Please indicate what type of sail (if any) you will be using downwind.

**# 1 - FLYINGS SAIL** - If you will be using any type of flying sail **YOU MUST LIST the following:**

**MAX GIRTH** - the maximum girth of the flying sail.

**Symmetrical Sail** - With the spinnaker folded in half, this is 2 x the maximum width of the sail measured from the center/fold of the sail to the luff/leech.

**Asymmetrical Sail** - This is defined as the Asymmetrical spinnaker maximum/mid girth, measured mid luff to mid leech under moderate tension.

**MID GIRTH** - the mid girth of the flying sail.

**Symmetrical Sail** - measured mid luff to mid leech under moderate tension.

**Asymmetrical Sail** - Same as Max Girth

**LUFF LENGTH** of the flying sail shall be the distance from the projected intersection of the luff and foot with the luff line under moderate tension.

**LEACH LENGTH** of the Asymmetrical flying sail shall be the distance from the projected intersection of the leech and foot with the head under moderate tension.

**FOOT (Spinnaker Foot)** shall be the distance from the tack to the clew measured in the shortest path on the surface of the sail.

### **FS ATTACHMENT:**

**Spin. Pole (SPL)** - shall be the length of the spinnaker pole when forced outboard in its fitting on the mast and set in a horizontal position athwartships, measured from the center line of the yacht to the extreme outboard end of the pole and any fittings used when a spinnaker is set.

**Bowsprit (BSL)** - is defined as the bowsprit length, the distance from the forward side of the mast to the attachment point of the asymmetrical spinnaker

**# 2 - NO FLYING SAILS** - If there is absolutely no type of Flying Sail being used downwind, NO measurements are required.

Note: If you are using 2 different types of sails, please list the appropriate dimensions for both. **All boats automatically receive a No Flying Sails handicap!!**

**MAIN** - All NEW sails must have a sail makers Certificate included with this application. All mainsails will be measured for boats with NO backstay, backstay deflectors and removable backstays

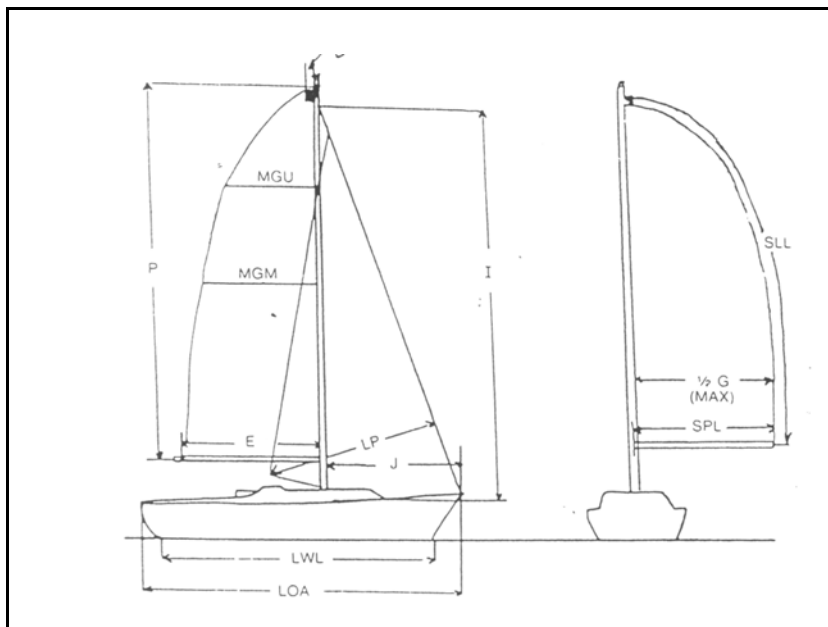
**HEADBOARD (HB)** - maximum width of the mainsail headboard.

**MAIN GIRTH MIDDLE (MGM)** - Shall be the length of the girth of the mainsail taken at the mid point of the leech.

**MAIN GIRTH UPPER (MGU)** - Shall be the length of the girth of the mainsail taken at the  $\frac{3}{4}$  point of the leech

**FULL LENGTH BATTENS** are allowed with no penalty provided that there is at least 3 ft between battens and it otherwise complies with section 7.4.2.1 and 7.4.3 of the handicapper's manual.

**PROPULSION** - your type of prop should be indicated using the corresponding number/type under outboards or inboards.



To measure the girths, fold the head to the clew and mark the mid point of the leech, fold the head to the mid point and mark the  $\frac{3}{4}$  point on the leech. MGM and MGU are measured from the mid and upper marks on the leech to the closest point on the luff.

**Refer to the ISAF Equipment Rules of Sailing.**