

PHRF

EFFECTIVE:	
VALID THRU:	

Yacht Racing Association of Long Island Sound, Inc.
 455 Main Street, Port Washington, New York 11050 1-516-767-9240

FOR HANDICAPPER USE ONLY

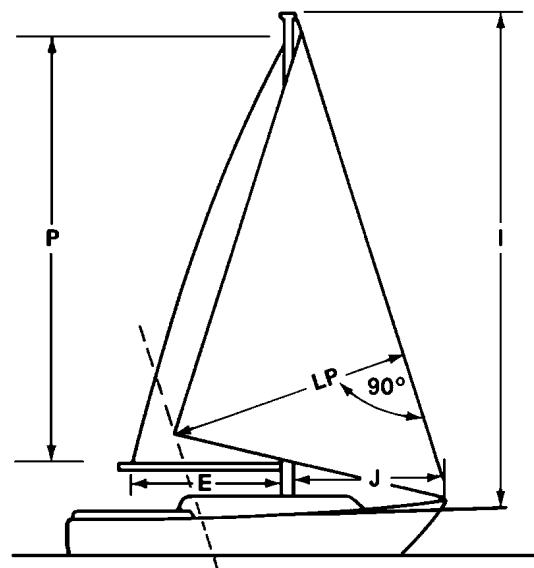
SAIL NO.	YACHT NAME	HULL NO.	YR.		Base Rating	NON-SPIN.	SPINNAKER						
TYPE OR CLASS				RIG	DESIGNER	W/L							
MASTER				DISTANCE									
ADDRESS				STD. CLASS			J	S	M	P	C	*	TOTAL
CITY				STATE	ZIP	ADJ.							
DAY PHONE				EXT.									
EVE. PHONE				CELL PHONE									
EMAIL				JIB									
PRIMARY SAILING LOCATION AND/OR YACHT CLUB ON L.I. SOUND				SPIN									
I understand that it is my responsibility to notify the handicapper of changes to this yacht which affect measurement points or handicap adjustments or would alter her from a standard boat.				MAST									
				PROP									
SIGNATURE				DATE									
MEASUREMENTS (in feet to the nearest tenth)				MISC									
J	LOA			WEIGHT									
I	LWL			MAXIMUM									
ISP	BEAM			HANDICAPPER'S COMMENTS									
P	DRAFT			NAME OF HANDICAPPER									
E	DISPL. LBS.			DATE									
LP	BAL. LBS.			VARIABLES									
CREW WEIGHT				Engine <input type="checkbox"/> Inboard <input type="checkbox"/> Outboard <input type="checkbox"/> None Rudder <input type="checkbox"/> Attached <input type="checkbox"/> Skeg <input type="checkbox"/> Spade <input type="checkbox"/> Furling Jib on above deck furler									
ASYMMETRICAL SPINNAKER				Prop Installation <input type="checkbox"/> In Aperture <input type="checkbox"/> Exposed Shaft <input type="checkbox"/> Vertical Shaft Drive Propeller Type <input type="checkbox"/> Folding/Feathering <input type="checkbox"/> Solid 2-Blade <input type="checkbox"/> Solid 3-Blade									
<input type="checkbox"/> Centerline <input type="checkbox"/> Articulating Sprit <input type="checkbox"/> Spinnaker Pole <input type="checkbox"/> Fixed Sprit				Rig <input type="checkbox"/> Masthead <input type="checkbox"/> Fractional <input type="checkbox"/> Other Keel <input type="checkbox"/> Fin <input type="checkbox"/> Centerboard <input type="checkbox"/> Wing <input type="checkbox"/> Other									
TPS	SLU			Meets YRA Category C Equipment Recommendations: <input type="checkbox"/> Yes <input type="checkbox"/> No									
SMG	SLE			MATERIALS									
SF	A. AREA			HULL				MAST					
SYMMETRICAL SPINNAKER				KEEL				RUDDER					
SPL	SL												
SMW	S. AREA												

List any changes or modifications that have been made to the boat, including removal of standard equipment (e.g. doors, tables, etc.)

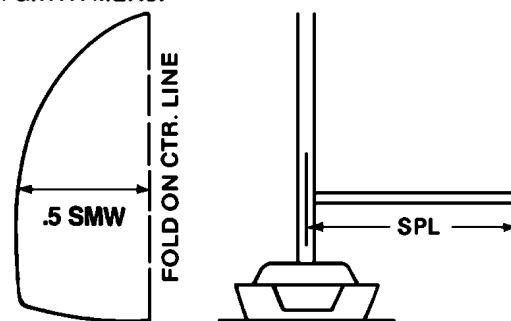
PHRF REGULATIONS

1. DEFINITIONS

J	Distance perpendicular from foreside of mast line to the point of intersection of the forestay with deck.
I	Height of foretriangle. Measured from deck sheer line abeam the mast to highest point of sail attachment.
ISP	Spinnaker halyard height from the top of spinnaker halyard sheave to the deck of the centerline.
P	Luff length of mainsail measured from boom to headboard in its highest position.
E	Foot length of mainsail measured from mast to clew in its most outboard position.
LP	Distance perpendicular from the luff to the clew of the largest jib.
LOA	Length overall of the hull. Note bowsprit and/or boomkin separately.
LWL	Load water line.
BEAM	Maximum beam of the vessel.
DRAFT	Draft of hull. Also include draft with board down if centerboard yacht.
DISPL	Displacement of vessel in pounds without crew, water, fuel or stores aboard.
BAL	Ballast of vessel in pounds. Note any additions or deletions from standard and the location.
CREW WT.	"STD." if to use base boat maximum weight. Otherwise, declare maximum weight desired.
SPL	Spinnaker pole length measured with the pole in its fitting and set in a horizontal position athwartship.
SMW	Spinnaker maximum girth luff to luff. Fold on centerline, measure width and multiply by 2.
SL	Spinnaker luff length.
S. AREA	Symmetrical spinnaker area. Consult your sailmaker.
TPS	Sprit pole length.
SMG	Asymmetric mid-girth.
SF	Asymmetric foot length.
SLU	Asymmetric luff length.
SLE	Asymmetric leach length.
A. AREA	Area of asymmetric spinnaker as calculated by the IACC formula. Consult your sailmaker.
MATERIALS	Construction materials of hull, keel, mast and rudder, eg. fiberglass, lead, iron, aluminum, carbon fiber, etc.



SPIN. GIRTH MEAS.



2. HANDICAP ADJUSTMENTS

A. MAST

The effect on performance of changes from standard rig dimensions varies from boat to boat to so great an extent that no rational table of rating changes based on rig size can be formulated. Accordingly, these are treated by the PHRF Committee on a case by case basis. If your boat is one of a class and your rig differs from the standard for that class, you must notify the Committee of that fact. If you have a custom boat and your rig is changed from that described on your rating application, you must notify the Committee of the changes. A "change" refers not only to length, but also to material, weight, wire size, number of spreaders, diameter, etc.

B. PROPULSION

Adjustment is based on type of propeller and its installation.

PROP/INSTALLATION	ADJUSTMENT	CODE
Folding/ Feathering/ Out of Aperture	0	5
Solid 2-blade in aperture	0	5
Outboard retracted when racing	0	m
Vertical Shaft Drive (Sail Drive)	0	s
Outboard not retracted	+3	k
Solid 2-blade out of aperture	+6	4
Solid 3-blade in aperture	+6	3
Solid 3-blade out of aperture	+12	2
Non-standard (as estimated by handicapper)		1

C. JIB

Adjustment is based on the largest jib and determined by the LP/J ratio stated as a percent.

LP/J PERCENT	ADJUSTMENT	CODE
195.1 & over		
185.1-195	-15	b
175.1-185	-12	9
165.1-175	-9	8
155.1-165	-6	7
	-3	6
145.1-155	0	5
135.1-145	+3	4
Up to 135	+6	3

NOTE: No headsail may be set to extend aft of the LP line used to establish the handicap.

D. SPINNAKER

Adjustment is normally* based on the largest spinnaker and determined by the SMW/J ratio stated as a percent.

SPIN	ADJUSTMENT	CODE
228.1 and over	-12	9
213.1-228	-9	8
198.1-213	-6	7
183.1-198	-3	6
168.1-183	0	5

*NOTE: If the spinnaker pole (SPL) is greater than J then the SPIN % is the greater of SMW/J or 1.8 x SPL/J.