PHRF

EFFECTIVE:	
VALID THRU:	

Yacht Racing Association of Long Island Sound, Inc.

455 Main Street, Port Washington, New York 11050 1-516-767-9240

SAIL NO.	YACHT NAME	HULL NO.	YR.

TYPE OR CLASS	RIG	DESIGNER

MASTER

ADDRESS

CITY	STATE	ZIP

DAY PHONE EXT.

EVE. PHONE	CELL PHONE

EMAIL

PRIMARY SAILING LOCATION AND/OR YACHT CLUB ON L.I. SOUND

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.

SIGNATURE DATE

FOR HANDICAPPER USE ONLY

	Base Rating	NON-SPIN.	SPINNAKER
W/L			
DISTANCE			

STD. CLASS		J	S	M	P	C	*	TOTAL
								ADJ.
JIB	% or TYPE							
SPIN								
MAST								
PROP								
MISC								
WEIGHT	MAXIMUM							

HANDICAPPER'S COMMENTS

NAME OF HANDICAPPER DATE

MEASUREMENTS (in feet to the nearest tenth)

J	LOA
I	LWL
ISP	BEAM
P	DRAFT
E	DISPL. LBS.
LP	BAL. LBS.
CREW WEIGHT	

ASYMMETRICAL SPINNAKER

☐ Centerline ☐ Articulating Sprit
☐ Spinnaker Pole ☐ Fixed Sprit

TPS	SLU
SMG	SLE
SF	A. AREA

SYMMETRICAL SPINNAKER

SPL	SL
SMW	S. AREA

VARIABLES

Engine
☐ Inboard
☐ Outboard
☐ None

Prop Installation
☐ In Aperture
☐ Out of Aperture
☐ Vertical Shaft Drive

Rig
☐ Masthead
☐ Fractional
☐ Other

Rudder
☐ Attached
☐ Skeg
☐ Spade

Propeller Type
☐ Folding/Feathering
☐ Solid 2-Blade
☐ Solid 3-Blade

Keel
☐ Fin
☐ Centerboard
☐ Wing
☐ Other

☐ Furling Jib on above deck furler

Mainsail Girths Conform to YRA Regulations: ☐ Yes ☐ No

Meets YRA Category C Equipment Recommendations: ☐ Yes ☐ No

MATERIALS

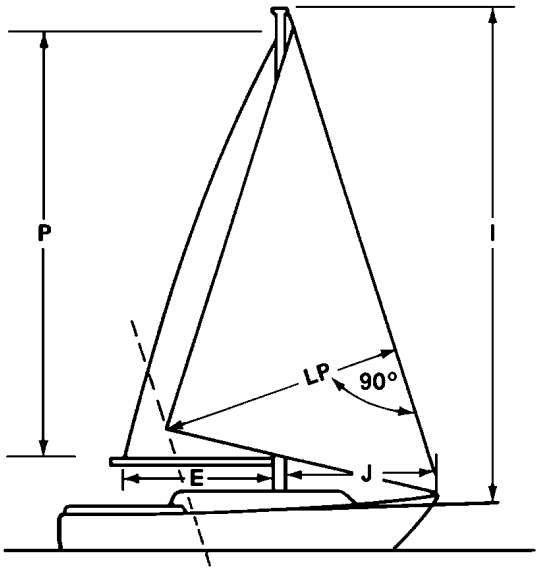
HULL	MAST
KEEL	RUDDER

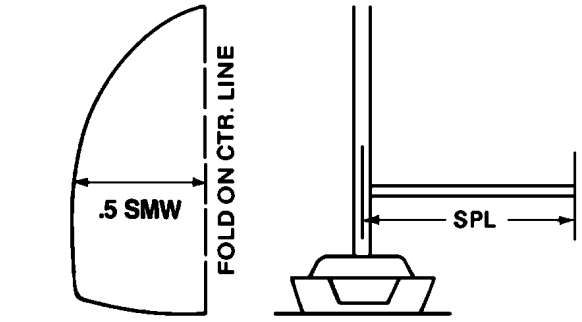
List any changes or modifications that have been made to the boat, including removal of standard equipment (e.g. doors, tables, etc.):

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 form 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 lentth.**
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.**





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	-15	b
185.1-195	-12	9
175.1-185	-9	8
165.1-175	-6	7
155.1-165	-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.