CERTIFICATE APPLICATION AND CHANGE FORM

April 2010 v2

☐New ☐ Change

Certificate #

OWNER INFORMATION

Yacht Club:

Name	First	Last		
Address	Street		City	
	Prov/State	Postal/Zip	Email	
Phone	Home	Work/Ext	Mobile	Fax

BOAT INFORMATION

Sail Number:

Keel Type: (see pg 2)

Boat Name: Current

Previously known as:

Yacht Class:

❑ This boat conforms to the standard yacht class configurations as listed in the PHRF-LO SP List

All measurements in Decimal Feet Only !!

					Handicappers ONLY ! CODE	FS	NFS
Jib	**Largest Headsail** (Jib LP)						
Flying Sails	☐ Symmetrical Built before 2006 Y☐ N☐	Max Girth		Luff			
	☐ Asymmetrical Built before 2006 Y☐ N☐	Max Girth	Luff	Leach / Foot			
	FS Attachment	Spinnaker Pole (SPL)		Bowsprit (BSL)			
	☐ No Flying Sails – (Downwind Jib Adjustment = Jib adjustment)				"n"		
Main	Backstay? Yes ☐ No ☐	If "Yes" please indicate configuration: Conventional / Backstay Deflectors / Removable / Running					
	New Sail? Yes ☐ No ☐	If "Yes", measurement confirmed by: Sail makers Certificate / Handicapper measurements					
	Full Length Battens? Yes ☐ No ☐	Vertical Roller Furling Yes ☐ No ☐	Headboard (HB)	Girth Middle (MGM) / Girth Upper (MGU)			
Propulsion	**OUTBOARDS**: ☐ Standard – Retracted when racing (M); ☐ Prop. Immersed both tacks (K); ☐ Inadequate speed under power (√LWL) (P)	**OTHER**: ☐ NO MOTOR (1); ☐ IB converted to OB: *New class needed*; ☐ OB converted to IB: *New class needed*					
	INBOARDS – check each type as applicable (Handicappers: refer to manual for code)						
	☐ In Aperture ☐ Out of Aperture ☐ Saildrive	☐ 2 Blades ☐ 3 Blades	☐ Folding/Feathering ☐ Fixed/Solid	☐ Inadequate Speed <Hull Speed (1.34√LWL) ☐ Retractable prop with flush plate			

I certify that the above information is true and accurate to the best of my knowledge, and that no changes other than those herein have been made.

_____ _____

Owner's Signature *Date*

Submitted by: _____ *Club* _____

_____ _____

Handicapper's Signature *Date*

Total Adjustment **(R)**		
Standard Potential **(SP)**		
Adjusted Speed Potential **(ASP)**	**FS**	**NFS**

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 application form 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:

1. If you know your **certificate number** please indicate it on the application form. If you are applying for the first time, a certificate number will be generated for you.
2. List your **Yacht Club** name or PHRF-LO acronym (if known)
3. **PRINT** your **name, address, city, province or state, postal code**, **phone number(s)** and email for our records. (This information is for internal use only and is not released without your consent)

BOAT INFORMATION:

1. List the **sail number** as it appears on your sails
2. List the Keel type abbreviation: **see below**
3. Record the **Current or New** name you have given your vessel.
4. If you have re-named the boat (as in 2 above), please supply the name this vessel may have had previously. (This is to facilitate locating the information on this yacht in our data records)
5. Record the class of yacht (EG: C&C 27 Mark 4) **(DO NOT** list your yacht class as a C&C or Sloop, etc.)
6. Check box to confirm that this particular boat's specifications have been checked against the class configurations as listed in the PHRF-LO SP List. Please ask your handicapper for assistance.

MEASUREMENTS:

1. **JIB**
   LP – ALL BOATS (EXCEPT THOSE WITHOUT A JIB) must list the length of the **Largest Headsail**.
2. **FLYING SAILS**
   Symmetrical – must include measurements for Max. Girth & Luff Length
   Asymmetrical – must include measurements for Girth, Luff length, Leach length and Foot length
   (If you are using both types of sails, please list the appropriate dimensions for both)
   FS Attachment - Please include the spinnaker pole or bowsprit pole length as applicable.
   No Flying Sails – Please check this if you will be racing with Main & Jib only.
   (NO measurements are needed)
3. **MAIN**
   Backstay – If there is a backstay, please circle the appropriate configuration
   New Sail – If this is a new sail, please indicate how measurements have been confirmed.
   Full length battens – Please indicate if there are full length battens
   Vertical Roller Furling – Please indicate if you are using a "Vertical" Roller Furling Main
   Measurements – Please supply all confirmed measurements for Headboard, Girth Middle, Girth Upper.
4. **PROPULSION –** Please check <u>all</u> applicable configurations.

CERTIFICATION:

1. **OWNER –** Please sign and date verifying that all the information is accurate
2. **HANDICAPPER – (**Submitted by) – print your name and club. Please sign and date the application.

Keel type abreviations:

AC	Articulating/canting with dagger or canard
AK	Articulating or Canting Keel
CB	Centreboard
DB	Drop Keel or Daggerboard
DK	Deep Keel
FK	Fin Keel
FXDK	Fixed Keel
KCB	Keel centreboard.
SD	Shoal Draft
SHK	Scheel Keel
SK	Swing Keel (lift keel)
WK	Wing Keel

DEFINITIONS

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 degrees 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.

FLYING SAILS - Symmetrical

Max Girth – (MG) is defined as the symmetrical spinnaker maximum girth. 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 and leach.

Luff Length (**SLL or LL)** of jib or flying sail shall be the distance from the projected intersection of the luff and foot with the luff line under moderate tension.

FLYING SAILS - Asymmetrical

Max Girth – (AMG) is defined as the Asymmetrical spinnaker maximum/mid girth, measured mid luff to mid leach under moderate tension

Luff Length (**SLL or LL)** of jib or flying sail shall be the distance from the projected intersection of the luff and foot with the luff line under moderate tension.

Leach Length (LE) of the jib or flying sail shall be the distance from the projected intersection of the leach and foot with the leach line 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.

FLYING SAILS – Attachment

SPL - shall be the length of the spinnaker pole when forced outboard in its fitting on the mast and set in a horizontal position athwarthships, 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.

BSL – is defined as the bowsprit length, the distance from the forward side of the mast to the attachment point of the asymmetrical spinnaker.

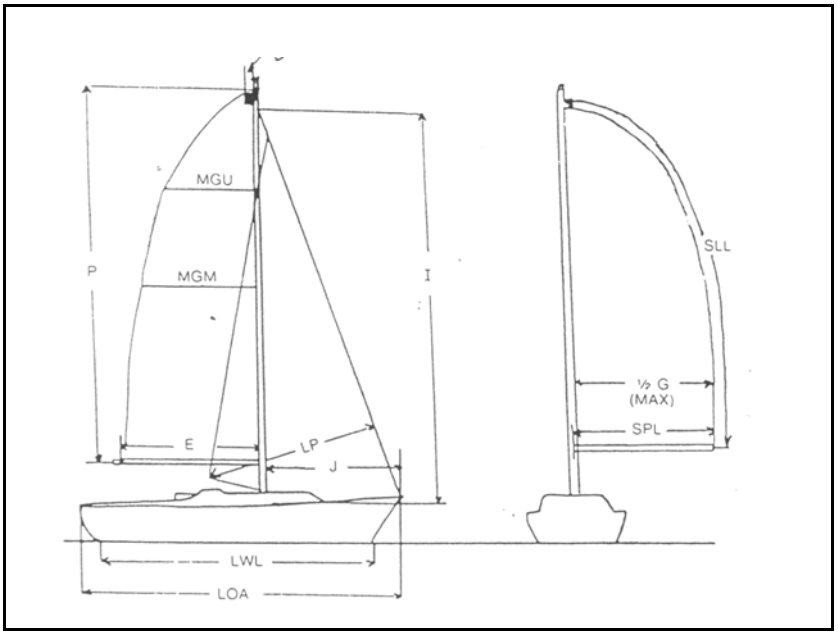
MAIN

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 from the clew.

MAIN GIRTH UPPER (MGU) - Shall be the length of the girth of the mainsail taken at the ¾ point of the leech from the clew

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 ¾ 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.