

CERTIFICATE APPLICATION AND CHANGE FORM

Based on PHRF-LO Form Revised January 2004

Name:			
		Yacht Name:	
City:	Prov:	Sail #:	
Postal:	Hm Phone:	Yacht Class:	
Wk Phone:	Cell Phone:		

YACHT DATA

Handicappers ONLY!

<i>Measurements in Decimal Feet Only !!</i>						CODE	NFS	FS
J I B	LARGEST HEADSAIL (LP)	_ _ . _ _ '	Standard J					
	#1-Flying Sails <input type="checkbox"/> Symmetrical <input type="checkbox"/> Asymmetrical tacked to headstay <input type="checkbox"/> Asymmetrical with bowsprit			Max Girth	Luff Length	Leach	SPL	
C L A S S	<input type="checkbox"/> #2- No Flying Sails – Downwind Jib Adjustment							
	<input type="checkbox"/> #3-Multiple Jibs Offwind	Luff Lgth # 1	Luff Lgth #2	Pole Lgth #2				
M A I N	<input type="checkbox"/> No Backstay		Headboard (HB)	Girth Upper (MGU)	Girth Middle (MGM)			
	<input type="checkbox"/> Backstay Deflectors							
	<input type="checkbox"/> Removable backstay							
P R O P	Circle, as appropriate: OUTBOARDS 10 (K) - Prop. Immersed both tacks 9 (M) - Standard. Retracted when racing 8 (P) - Inadequate speed under power (\sqrt{LWL})		INBOARDS 7- Inadequate Speed under power (\sqrt{LWL}) 6- Retractable Prop with flush plate 5- Standard (Fold/Feathering) 4- Solid prop. 2 Blade exposed to flow 3- Solid prop. 3Blade in aperture 2- Solid prop. 3 Blade exposed to flow					
	OTHER 1 – NO MOTOR IB converted to OB: <i>New class needed</i> OB converted to IB: <i>New class needed</i>							
MISC		Whisker Pole Length (WPL)		Full Length Battens Y <input type="checkbox"/> N <input type="checkbox"/>				
<i>I certify that no changes other than those herein have been made.</i>						Total Adjustment (R)		
Date: _____						Standard Potential (SP)		
Owner: _____						Adjusted Speed Potential (ASP)		
Handicapper: _____							NFS	FS

Payment to BYC: _____ Cheque _____ Chit _____ Visa _____ MasterCard _____ Amex Number: _____ Expiry Date: _____	Charges: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: small;">New or Renewal</td> <td style="font-size: small;">\$25.00</td> <td></td> </tr> <tr> <td style="font-size: small;">Mid-Season Change</td> <td style="font-size: small;">\$5.00</td> <td></td> </tr> <tr> <td style="font-size: small;">Rush Surcharge</td> <td style="font-size: small;">\$10.00</td> <td></td> </tr> <tr> <td colspan="2" style="text-align: center; font-weight: bold;">Total Enclosed \$</td> <td></td> </tr> </table>	New or Renewal	\$25.00		Mid-Season Change	\$5.00		Rush Surcharge	\$10.00		Total Enclosed \$		
New or Renewal	\$25.00												
Mid-Season Change	\$5.00												
Rush Surcharge	\$10.00												
Total Enclosed \$													

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.

PERSONAL INFORMATION SECTION:

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. **PRINT** your **name, address, city, province or state, postal code** and **phone** number for our records.
3. List your **Yacht Club, Name of your boat, the sail number.**
4. Your true **class of yacht** (EG: C&C 27 Mark 4) must be listed. **DO NOT** list your yacht class as a C&C or Sloop, etc.

YACHT DATA:

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.

CLASS - CHOOSE ONLY ONE!! Your choice of class depends on how you will be racing and only one type can be picked.

Class 1 - Flying sail - YOU MUST LIST - Max. Girth(G), Luff Length(SLL), Leach(SLE) and Sail Attachment (SPL).

Class 2 - No Flying Sails - NO measurements are needed

Class 3 - Multiple Jibs Offwind - YOU MUST LIST - 1st Luff Length, 2nd Luff Length and 2cd Pole Length.

MAIN - please indicate the size of the HEADBOARD, MAIN GIRTH UPPER and MAIN GIRTH MIDDLE.

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

MISC - please indicate the **whisker pole length**, and whether you have a **streaker** or **full length battens**.

REQUIRED MEASUREMENTS

MEASUREMENTS ARE TAKEN WITH JUST ENOUGH TENSION TO TAKE OUT WRINKLES ALONG THE LINE OF TENSION

LP - the distance from the projected intersection of the leech and the foot of a jib to the luff line of the jib in a direction 90 ° to the luff line.
- required for largest upwind headsail and all jibs to be used with multiple jib offwind rating.

Max Girth - the maximum girth of the flying.
Symmetrical Sail – This is the maximum width of a symmetrical sail measured from the luff with the spinnaker stretched flat. The measurement shall be parallel to the foot
Asymmetrical Sail – This is the maximum distance between the midluff to midleach under moderate tension.

LUFF LENGTHS (SLL/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 - (SLE/LE) - of jib or flying sail shall be the distance from the projected intersection of leach and foot with the leach line under moderate tension.

SPL - defined as the spinnaker pole length measured from the centerline of the mast to the extreme outboard end of the pole in its fitting and set in a horizontal position athwart ship.

Headboard (HB) - maximum width of the mainsail headboard.

Girth Middle (MGM) - taking the luff of the headboard to the tack and marking the midpoint. The leech of the headboard is taken to the clew and the midpoint marked.

Girth Upper (MGU) – is then measured between the headboard and midpoint using the techniques described above.

WPL- the length of the whisker pole measured from the centerline of the forward face of the mast to the center of the clew cringle of the sail to which the whisker pole is attached. The measurement shall be in a direction parallel to the water. A whisker pole will be supported only at its ends by its attachment to the sail and mast. A spinnaker pole used as a whisker pole, may utilize the lines used to support it in position.

