



# CERTIFICATE APPLICATION AND CHANGE FORM

March 2018

New  Change

Certificate #

## OWNER INFORMATION

**Yacht Club:**

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

## BOAT INFORMATION

**Sail or Hull #:**

**Keel Type:** (see pg 3)

<b>Boat Name:</b>	Current	<b>Yacht Class:</b>
	Previously known as:	
		<input type="checkbox"/> ODR – this boat conforms to the class association rules and is a PHRF-LO ODR rated class.

**Measurements listed in**     Decimal Feet     Meters

This boat conforms to the std yacht class configuration as listed in the PHRF-LO SP List

**Handicappers ONLY !**

							FS	NFS
<b>Jib</b>	<b>Largest Headsail</b> (Jib LP)	<b>Headsail Half Width</b> (HHW)	Full Length Batten(s)? Yes <input type="checkbox"/> No <input type="checkbox"/>					
	<b>Flying Sails</b>	<input type="checkbox"/> Symmetrical	Max Girth (MG)	Luff (SLU)	Foot (SF)			
<input type="checkbox"/> Asymmetrical		MID Girth (AMG)	Luff (ALU)	Leech (ALE)	Foot (ASF)			
FS Attachment		ATP (SPL or ArtBS)	CTP (CL tack length)					
<input type="checkbox"/> No Flying Sails – (Downwind Jib Adjustment = Jib adjustment)								
<b>Main</b>	Backstay? Yes <input type="checkbox"/> No <input type="checkbox"/>		If “Yes” please indicate configuration Conventional / Backstay Deflectors / Removable / Running					
	New Sail? Yes <input type="checkbox"/> No <input type="checkbox"/>		If “Yes”, please include Sailmakers Certificate					
		Headwidth (HW)	Girth Top (MGT)	Girth Upper (MGU)	Girth Middle (MGM)			
<b>Propulsion</b>	<b>OUTBOARDS</b>		<b>OTHER</b>					
	<input type="checkbox"/> Standard – Retracted when racing (M)		<input type="checkbox"/> NO MOTOR (1)					
	<input type="checkbox"/> Prop. Immersed both tacks (K)		<input type="checkbox"/> IB converted to OB: <i>New class needed</i>					
<input type="checkbox"/> Inadequate speed under power ( $\sqrt{LWL}$ ) (P)		<input type="checkbox"/> OB converted to IB: <i>New class needed</i>						
<b>INBOARDS</b> – check each type as applicable (Handicappers: refer to manual for code)								
<input type="checkbox"/> In Aperture	<input type="checkbox"/> 2 Blades	<input type="checkbox"/> Folding/Feathering	<input type="checkbox"/> Inadequate Speed <Hull Speed ( $0.67\sqrt{LWL}$ )					
<input type="checkbox"/> Exp (out of Apr)	<input type="checkbox"/> 3 Blades	<input type="checkbox"/> Fixed/Solid	<input type="checkbox"/> Retractable prop with flush plate					
<input type="checkbox"/> Saildrive								
<b>Misc Items</b>	Mast Type: <input type="checkbox"/> Aluminum <input type="checkbox"/> Carbon Fibre							
<i>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.</i>					<b>Total Adjustment (R)</b>			
					<b>Standard Potential (SP)</b>			
Submitted by: _____ Club _____ _____ Date _____					<b>Adjusted Speed Potential (ASP)</b>			
Handicapper's Signature _____ Date _____							<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 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 mainsail or if the sail number is not available, please list the **Hull number**.
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 conforms to the class association rules and is a PHRF-LO ODR rated class. See Handicappers manual page 62 for list of ODR rated classes.

### MEASUREMENTS:

1. 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.
2. **JIB LP or HHW– ALL BOATS (EXCEPT THOSE WITHOUT A JIB)** must list the length of the **Largest Headsail and** for boats with Jibs that sheet in front of the spreaders **the Headsail Half Width**.
3. **FLYING SAILS**  
**Symmetrical** – must include measurements for Max. Girth & Luff Length & Foot for the largest in inventory.  
**Asymmetrical** – must include measurements for Girth, Luff length, Leech length and Foot length for the largest in inventory.  
(If you are using both types of sails, you must list the appropriate dimensions for both)  
**FS Attachment** - Please include the Articulating Tack point (Spinnaker Spinnaker Pole or Articulating Bowsprit) or Centerline Tack point (Centerline Tacked) as applicable. "No spin pole or articulating bowsprit" is allowed on board if you are applying for a non-articulating credit.  
**No Flying Sails** – Please check this if you will be racing with Main & Jib only.  
(NO measurements are needed)
4. **MAIN – all new (to a certificate) mains must be reported**  
**Backstay** – If there is a backstay, please circle the appropriate configuration  
**New Sail** – If this is a new (to the certificate) sail, please indicate how measurements have been confirmed.  
**Measurements** – Please supply all confirmed measurements for Headboard, Girth Top , Girth Middle, Girth Upper.
5. **PROPULSION** – Please check all applicable configurations.
6. **Misc Items:**  
**Mast Type** – please indicate they type of mast on your vessel.

### 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 abbreviations:

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

## DEFINITIONS

### JIB

As defined under the Racing Rules of Sailing. Section 50.4. Headsails

### 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 leech.

**Luff Length (SLU)** 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.

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

### FLYING SAILS - Asymmetrical

**Mid Girth – (AMG)** is defined as the Asymmetrical spinnaker Mid girth, measured mid luff to mid leech under moderate tension

**Luff Length (ALU)** 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.

**Leech Length (ALE)** of the jib or flying sail shall be the distance from the projected intersection of the leech and foot with the leech line under moderate tension.

**FOOT (ASF)** 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 athwart ships, 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 measured bowsprit length, the distance from the forward side of the mast to the attachment point of the asymmetrical spinnaker.

### MAIN

**HEADWIDTH (HW)** - (previously known as Headboard (HB) is defined distance from the Head Point to the Aft Head Point of the mainsail.

**MAIN GIRTH TOP (MGT)** - Shall be the length of the girth of the mainsail taken at the 7/8 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

**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.

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.**