



CERTIFICATE APPLICATION AND CHANGE FORM

Revised Jan 2007

New Change

Certificate #

OWNER INFORMATION

Yacht Club:

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

BOAT INFORMATION

Sail Number:

Current or New	Boat Name	Yacht Class
Previous (if known)	Boat Name	Yacht Class

All measurements in Decimal Feet Only !!

Handicappers ONLY !

		CODE	FS	NFS
Jib	Largest Headsail (Jib LP)	Whisker Pole (WPL)		
Flying Sails	<input type="checkbox"/> Symmetrical Built before 2006 Y <input type="checkbox"/> N <input type="checkbox"/>	Max Girth		Luff
	<input type="checkbox"/> Asymmetrical Built before 2006 Y <input type="checkbox"/> N <input type="checkbox"/>	Max Girth	Luff	Leach Foot
	FS Attachment	Spinnaker Pole (SPL)		Bowsprit (BSL)
	<input type="checkbox"/> No Flying Sails – (Downwind Jib Adjustment = Jib adjustment)			
Main	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”, measurement confirmed by Sail makers Certificate / Handicapper measurements			
	Full Length Battens? Yes <input type="checkbox"/> No <input type="checkbox"/>	Headboard (HB)	Girth Middle (MGM)	Girth Upper (MGU)
Propulsion	OUTBOARDS		OTHER	
	<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>		
INBOARDS – 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 ($1.34\sqrt{LWL}$)	
<input type="checkbox"/> Out of Aperture	<input type="checkbox"/> 3 Blades	<input type="checkbox"/> Fixed/Solid	<input type="checkbox"/> Retractable prop with flush plate	
<input type="checkbox"/> Saildrive				

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.

_____ Date _____
Owner's Signature

Submitted by: _____ Club _____
_____ Date _____
Handicapper's Signature

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. Record the **Current or New** name you have given your vessel.
3. 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)
4. Record the **Current or New** 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.)
5. If the “Class of boat” has changed since the vessel was last certified and a “New” class of boat has been assigned (as in 2 above), please supply the class this vessel was previously handicapped under.

MEASUREMENTS:

1. **JIB**
LP – ALL BOATS (EXCEPT THOSE WITHOUT A JIB) must list the length of the **Largest Headsail.**
Whisker Pole – Please indicate the length of the **whisker pole** if you use one while racing.
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
Measurements – Please supply all confirmed measurements for Headboard, Girth Middle, Girth Upper.
4. **PROPULSION** – Please check all 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.

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- 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.

FLYING SAILS - Symmetrical

Max Girth - the maximum girth of the flying. This is 2 x the maximum half width of the symmetrical sail measured from the mid point of the sail to the luff with the spinnaker folded in half.

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

FLYING SAILS - Asymmetrical

Max Girth - This is the maximum distance from the mid point of the luff to the mid point of the leech under moderate tension.

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

Leach Length (LE) of the flying sail shall be the distance from the projected intersection of the leech and foot with the head 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 - 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.

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 .

MAIN GIRTH UPPER (MGU) - Shall be the length of the girth of the mainsail taken at the $\frac{3}{4}$ point of the leech

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 $\frac{3}{4}$ 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.

