

US PHRF of South East Florida, Inc.

Rating Application

SEND TO: US PHRF SE Florida, Inc.
P.O. Box 820003
Pembroke Pines, FL 33082-0003

Email: Current Chief Handicapper
Web Site: www.phrfsef.com

OWNER INFORMATION

Name:	Contact Phone #:
Address:	Email Address:
City, State: Zip:	US Sailing Member: Yes / No #:
Yacht Club:	

BOAT INFORMATION * Please Provide all measurements in Feet decimal notation.

Boat Name:	Sail #:
Boat Model/Type:	Year Built:
Manufacturer:	Mast/Boom Material: Alum / Carbon Fiber / Other
Designer:	Displacement Lbs:
LOA:	Ballast Lbs:
LWL:	Keel Type: Fin / Full / Wing / Shoal Draft
Beam:	Motor Type: Inboard / Outboard / Saildrive
Draft:	Prop Type: Folding/Feathering / Fixed

RIG INFORMATION * Please Provide all measurements in Feet per decimal notation.

Rig: Fractional / Masthead (Circle one)				
I:	J:	ISP:	SPL/Jc:	SMW/SMG:
P:	PY:	E:	EY:	

To reference the US PHRF SEF Rules visit the following link <http://www.phrfsef.com>

Section 1. HEADSAILS

Record the largest headsail you are declaring: _____ %
Record the LP of the Largest Headsail you will declare: _____ ft.
- Reference figure 1 sailing rules-

Roller furling Credits

HEADSAIL CREDITS: If you race with one or more Roller Furling headsail(s) any of the three credit variations must meet ALL of the Criteria. Only one credit will apply with the exception to where the owner added or removed the Roller Furler hardware or any portion of the hardware which was standard/stock equipment defined by the manufacture or Class rules.

Please take the time to read the following options and only select the one option if applicable that applies to you.

ROLLER FURLER Hardware Credit (+/- 2 sec/mi)

☐ I elect to take the following credit and will conform to the following rules noted below.

Roller Furler hardware which has been added by owner and otherwise not define in the class rules or Yacht designer's specifications. Additionally the furler hardware must not be part of the base configuration of the boat to which the US PHRF base rating was derived. Meaning that the base rating assumes the hardware to be in place and defined by the Yacht specifications or vessels Class rules.

- ALL hardware including Drum and Swivel must be in place while racing.
- No restriction on use.

Check which applies.

☐ **The roller furler drum and foil are NOT standard equipment supplied by the factory, specified by yacht designer or class rules and was added by myself or a previous owner per a modification to the vessel.**

☐ **I removed the roller furler or any portion which is part of the standard equipment supplied from the factory, specified by yacht designer or specified by class rules.**

ROLLER FURLER Credit (+ 4 sec/mi)

☐ I elect to take the following credit and will conform to the following rules noted below.

If you race with a roller furling headsail that meets all of the "ROLLER FURLING HEADSAIL CREDIT" criteria. **(MUST MEET ALL CRITERIA Defined below):**

- Use of Roller Furling required. Sail must be capable of being furled during racing.
 - Tack must be attached to drum.
 - Head must be attached to Head swivel.
 - Must be furled during racing except when changing headsails
- No restrictions on number or type of sails.
- No restriction on Sail Materials used
- Luff Length must be at least 2.5% shorter than the max headstay length (Headstay length is measured from deck sheer line to mast))

Definition of Heavy weather and Storm Jib:

- **Sail must conform to the most current** ISAF Offshore Regulations for Race Category 2 Monohull. Reference section 4.26.4 of the ISAF Offshore Regulations. Current ISAF regulations supersede the definitions noted below for reference.
 - storm jib of area not greater than 5% height of the foretriangle squared, with luff maximum length 65% height of the foretriangle;
 - a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area not greater than 13.5% height of the foretriangle squared and without reef points;
 - Storm and heavy weather jib areas shall be calculated as: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))^2$ To apply to sails made in January 2012 and after.
- **Exceptions to the Drum and Swivel attachment points during use of:**
 - While using a Storm Jib or Heavy-Weather Jib

ROLLER FURLER Cruising Headsail Credit (+9 sec/mi)

☐ I elect to take the following credit and will conform to the following rules noted below. Select only one of the two configurations below.

If you race with a roller furling headsail that meets all of the "ROLLER FURLING HEADSAIL CREDIT" criteria. **(MUST MEET ALL CRITERIA Defined below):**

- This is the ONLY headsail declared during the racing year which is greater than 110% LP. **No other headsail other than the declared Genoa used to acquire this Cruising Roller furler credit can be used during the course of the rated year.**
 1. EXCEPTIONS

1. Except while using a Heavy weather Jib and Storm Jib. See definition of Heavy Weather Jib and Storm Jib defined below.
 2. Except for using a Staysail.
 1. Staysail must not exceed the rated %LP
 2. Staysail's maximum sail area must not exceed 66% of the total foretriangle area
- Replacement sails purchased during the rated year **MUST** be of the same size, material and weight. All other exceptions must be reported to US PHRF SEF for review.
 - Use of Roller Furling is required. Sail must be capable of being furled while racing.
 1. Tack must be attached to Drum.
 2. Head must be attached to Head swivel
 - Luff Length must be at least **2.5%** shorter than the headstay length (Headstay length is measured from deck sheer line to mast))
 - Has a Sunbrella material leech and foot cover attached to the sail sufficient to completely cover the sail when furled. Material must be stitched in place.
 - All head sails must be of a woven polyester material (no exotic sail materials such as pentax, Mylar, Kevlar, spectra, technora, etc.)

Definition of Heavy weather and Storm Jib:

- **Sail must conform to the most current** ISAF Offshore Regulations for Race Category 2 Monohull. Reference section 4.26.4 of the ISAF Offshore Regulations. Current ISAF regulations supersede the definitions noted below for reference.
 - storm jib of area not greater than 5% height of the foretriangle squared, with luff maximum length 65% height of the foretriangle;
 - a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area not greater than 13.5% height of the foretriangle squared and without reef points;
 - Storm and heavy weather jib areas shall be calculated as: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))^2$ To apply to sails made in January 2012 and after.
- **Exceptions to the Drum and Swivel attachment points during use of:**
 - While using a Storm Jib or Heavy-Weather Jib

Section 2. MAINSAILS

Reference figure 2 of the PHRF-SEF racing Rules. Listed below are the max allowed Girth measurements.

Does your Mainsail exceed any of the maximum girth measurements listed below? ☐ **Yes** ☐ **No**

- ☐ Check box if the Class rules or Yacht designer specifications allow for oversized Girth Measurements.
- Class Rules or Yacht designer specifications must be provide to be exempt.

If you selected Yes above Please provide the following measurements.

HB (top of sail) < 0.04*E	if greater	Record actual Value: _____
MGT (7/8 leech) = 0.22*E	if greater	Record actual Value: _____
MGU (3/4 leech) = 0.38*E	if greater	Record actual Value: _____
MGM (1/2 leech) = 0.65*E	if greater	Record actual Value: _____
MGL (1/4 leech) = 0.90*E	if greater	Record actual Value: _____

☐ I have a Hollow Leach Mainsails without battens with ROLLER FURLER Gear

- Sails must be of a woven polyester material (no exotic sail materials such as pentax, Mylar, Kevlar, spectra, technora, etc.)
- Replacement sails purchased during the rated year **MUST** be of the same size, material and weight. All other exceptions must be reported to US PHRF SEF for review.

☐ I have a Vertical or Air Batten Mainsail with ROLLER FURLER gear
*Max mainsail girth restrictions still apply.

☐ Check this box if your mainsail rolls up inside the boom and is NOT standard equipment for your yacht type or has been added by you or a previous owner.

- ☐ Check this box if you have added the Roller furler Mainsail hardware. Roller Furler Hardware is NOT standard equipment supplied by the factory and was added by myself or a previous owner per a modification to the vessel.

Section 3. SPINNAKERS

List the Largest Spinnaker type you will be using Symmetric / Asymmetric

- ☐ Check box if you will be using a Flasher (Cruising Spinnaker) during the racing year. SMW/SMG (Mid girth) not to exceed 165%. Note: Must not be flown on a spinnaker pole and must be tacked to the centerline of the boat.

- ☐ Check box if your spinnaker pole "SPL" or Jc is oversized. SPL/Jc = _____ ft. * Check the box only if the SPL or JC is oversized and **NOT** define in the class rules or Yacht designer's specifications.

- ☐ Check box if your spinnaker is oversized. Increased SA = _____ Sq. ft.

Section 4. PROPULSION

Check one that applies:

- ☐ Yes **OUTBOARD**
☐ Yes **INBOARD**

List out any propeller modifications from the stock production vessel. Include factory options or upgrades from the base vessel. (i.e. The stock production model comes with a fixed 2 Bladed solid prop and I purchased a 3 blade feathering prop as an option)

Section 5. MODIFICATIONS/STOCK BOAT

List out all Modification:

Section 6. ODR REGULATIONS

One Design Class-

Does your yacht have an ODR class association?

- ☐ Yes ☐ No ☐ N/A

If you answered "Yes" will you be racing under the accordance of the rules governed by the class?

- ☐ Yes ☐ No

If you answered "NO" List out any variances from the class rules.

Notation: _____

Section 7. CRUISING ACCOMMODATIONS

List out the cruising accommodations you would like considered for credit. Define the reasoning behind your request. Provide documentation supporting the request.

These are amenities added to the base boat which are NOT standard or included in the stock configuration of your Yacht for which the base rating was derived and defined for your vessel

Detailed documentation must be provided for consideration...No exceptions.

List Supporting documentation/reasoning:

I certify that the information contained in this application is accurate and my boat is seaworthy in all aspects. By signing this application I hereby release US PHRF of South East Florida, its Representatives, Officers, and Handicappers from any and all claims whatsoever, including but not limited to assignment of ratings and changes thereto.

Signature of Owner _____ Date: _____

Annual dues \$40.00 for members of US Sailing. NON US Sailing members \$50.00.

Please remit with a copy of your local area PHRF certificate (if applicable) and a copy of your USSA membership card.
