

How to interpret your rating? What do the adjustments mean?

US PHRF of Southeast Florida, Inc.
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www.phrfsef.com

Date Issued: 1/1/2012
Valid until: 12/31/2012
US PHRF/SEF
PO Box 820003 Pembroke Pines, FL 33082-0003

Rating: 99

Boat Name: SIR SPEEDY
Owner: MR. NICE
USSA Member #:

Sail #: 1
Club Affiliation: Coconut Grove Sailing Club

Hull Information

Boat Type: Evelyn 32/2
Keel Type: Fin
Engine: Inboard
Prop type: folding
Displacement: 5,150 lbs.

Length Overall: 32
Waterline Length: 28.2
Beam: 9.8
Draft Keel/CB: 6.7
Ballast: 2,000 lbs.

Rig Information

Type: Masthead
Headsail %: 155
I: 38.0 *J:* 12.7
SPL: 12.7 *ISP:* 38.0
Total Upwind SA: 639.2

Material: Aluminum
LP: 19.7 *Spinnaker % of J:* 180
P: 33.3 *E:* 12.0
Jc: .0
Total Downwind SA: 967.1

Penalty/Credit Information

LP mod	RFH	RFJ	CRFJ	M-HL	M-VB	SFlash	OS-SPL	OS-Spin	OS-Main
0	0	0	0	0	0	0	0	0	0
<i>Prop Mod:</i>		<i>Cruising Accom. Credit:</i>			<i>Modifications:</i>				
0	0	0	0	0	0	0	0	0	-3

Remarks:

Base Rating: 102 *Adjustments:* -3 *Final Rating:* 99 *Crew Limit:* 8
Disp-Ballast Ratio: .39 *DLR:* 102.32
Upwind SA/D: 34.34 *Downwind SA/D:* 51.95 *SA/D ratio UP/DW:* .66

Base Rating: Base Ratings are the ratings established by US Sailing PHRF or PHRF SEF. These base ratings have been established for each Yacht defined by a base configuration of the vessel. The base configuration shall be considered the Yachts designed specifications and/or listed equipment in its stock configuration or in which 80% of all similar vessels who make up the defined US Sailing PHRF High, Low, Average listings. Base ratings come from US Sailing PHRF High/Low/Average report. A single rating number will be assigned in the specified range will be used for your vessel. Vessels without a reported base ratings listed by US Sailing will be calculated on other yacht data and other rating metric systems.

Adjustments:

Penalty/Credit Information

<i>LP mod</i>	<i>RFH</i>	<i>RFJ</i>	<i>CRFJ</i>	<i>M-HL</i>	<i>M-VB</i>	<i>SFlash</i>	<i>OS-SPL</i>	<i>OS-Spin</i>	<i>OS-Main</i>
6	0	4	0	0	0	0	0	0	0
<i>Prop Mod:</i>		<i>Cruising Accom. Credit:</i>			<i>Modifications:</i>				
0		0			0				

Credits/Penalties only apply to boats that have been modified from their stock configuration or defined specification of the Yacht designer. **An adjustment number other than zero represents a rating adjustment.**

LP Mod: compensation for a deviation from the designed %LP. See rule section 1 "Genoa Size" for complete description.

RFH: Roller Furler Hardware adjustment. See rule section 1 "Roller Furling Credits" for complete description. Note this adjustment can be either a credit or a deduction.

RFJ: Roller Furler Genoa credit. See rule section 1 "Roller Furling Credits" for complete description. Certain restrictions apply.

CRFJ: Cruising Roller Furling credit. See rule section 1 "Roller Furling Credits" for complete description. Certain restrictions apply.

M-HL: Mainsail Hollow leach credit. See rule section 2.

M-VB: Mainsail with Vertical battens Credit. See rule section 2.

SFlash: Credit for declaring a Cruising Flasher spinnaker. Max LP 165%. See rule section 3. Certain restrictions apply.

OS-SPL: Oversized spinnaker pole adjustment. See rule section 3. Note this adjustment can be either a credit or a deduction.

OS-Spinn: Adjustment of oversized spinnaker or credit for declaration of No Spinnaker. See rule section 3.

OS-Main: Adjustment for oversized Mainsail girth measurements or a Fat Head Main. See rule section 2 for complete details.

Prop Mod: Propeller adjustment from standard or stock configuration. See rule section 4 for complete details. Note this adjustment can be either a credit or a deduction.

Cruising Accom. Credit: An adjustment credit for adding additional amenities to your vessel which has been determined to cause an adverse affect to the yachts performance. See rule section 7 for complete details.

Modifications: Adjustments for modifications to the sailing vessel. See rule section 5 for complete details on Modifications which need reporting.

Disp-Ballast Ratio: is a measure of the percentage of a boats displacement taken up by ballast.

DLR: Displacement Length ratio. This is a calculation used to express how heavy a boat is relative to its waterline length. A boat with a D/L ratio below 100 is considered ultra light; a D/L value between 100 and 200 is light; 200 to 300 is moderate; 300 to 400 is heavy; and over 400, by modern standards, is very heavy. For a boat of a given length the lower its D/L ratio, the less power it takes to drive the boat to its nominal hull speed and the more likely it is the boat can exceed its hull speed. The 12,000-pound boat in our example above, with its D/L ratio of 244, falls almost exactly in the middle of the range; it needs a moderate amount of power to reach its nominal hull speed of 7.09 knots ($1.34 \times \sqrt{28} = 7.09$) and stands a reasonable chance of exceeding that speed in some situations.

SA/D: Sail area to displacement ratio. This value is an indicator of how much sail area a boat has relative to its displacement. A boat with a higher value will accelerate faster with less wind.

Upwind SA/D: total Upwind Sail Area to displacement ratio.

Downwind SA/D: Total downwind Sail Area to displacement ratio. In the instance when those selected without a Spinnaker the Downwind sail area will include the Jib. Presumed to be in a wing and wing sailing configuration.

SA/D ratio UP/DW: Ratio of Upwind to Downwind SA/D. Possible future metric for Non-Spinnaker rating and Multi-Rating factors.