

INTRODUCTION

For renewal applications, all data will be prefilled in, in accordance with the previous year's application. As it is your responsibility to ensure the data is current, please review and mark-up with any corrections or changes.

For new applications, please fill in the form as completely as possible, in accordance with the procedure outlined below. Please enter all data legibly. All boat measurements and sail dimensions are to be entered in feet and tenths of feet (i.e. no inches), and pounds.

All applicants: pay particular attention to the instructions regarding modifications. If you do not report modifications or changes, you can be protested and disqualified.

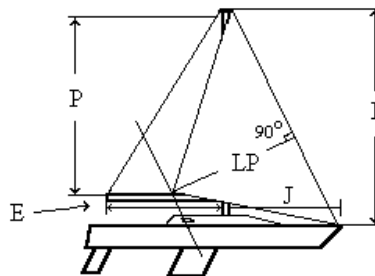
ADMINISTRATIVE DATA

- NAME, ADDRESS, PHONE NUMBERS, affiliated Yacht Club or Sailing Association.
- YACHT NAME: name of boat, e.g. "Clara".
- MODEL: e.g. *C&C 35 MK II*; for a custom boat (designer): *CTM Farr 45'*.
- SAIL #: number displayed on your sails.
- HULL SERIAL #: indicate hull serial number.
- DATE MFD: Date of manufacture or model year, if known.
- OTHER RATINGS: Indicate IMS or IOR rating or a PHRF rating received from another area, e.g. NE-PHRF: 72; IMS GP: 622. For new or custom designs, this information is especially helpful to the committee.

BOAT MEASUREMENTS

MUST BE FILLED IN! Dimensions can be measured or can be obtained from the manufacturer's brochure/specifications, or IMS certificate. If in doubt, measure! If standard information (such as I, J, P, SPL, or displacement) is not provided to the committee, the committee may assume the standard dimensions for the boat being rated, if possible. It is the boat owner's responsibility to verify this information. The **committee assumes no responsibility** if the rating is successfully protested on the basis that the standard dimensions used by the committee do not match your boat.

- I: Height of foretriangle. Measured from deck sheer line abeam the mast to the point of masthead/forestay intersection.
- J: Distance from foreside of mast to the point of intersection of the forestay with the deck.
- P: Distance from the upper edge of boom (lower black mast band) to the lower edge of upper black band.
- E: Distance from aft side of mast to inboard edge of black band on boom.
- SPL: Record the spinnaker pole length (if one is to be used) in this box. Record the bowsprit length (if one is to be used) under comments. The spinnaker pole length is measured from centerline of mast to the extreme outboard end of the fitting with the spinnaker pole in its mast fitting and set in a horizontal position. The bowsprit length is measured from centerline of mast to the extreme outboard end of the fitting with the bowsprit fully extended.



- ISP: Height of the spinnaker halyard measured from deck sheer line abeam the mast to the point of the spinnaker halyard exit from the mast.
- MASTHEAD/FRACTIONAL: Check appropriate box. * RIG TYPE: Indicate whether your yacht is a sloop, cutter, ketch, yawl, or whatever.
- LOA: Overall length of hull.
- LWL: Length of waterline.
- DRAFT: Draft of hull. For centerboard yachts, report "board up" & "board down" draft, i.e. 3'/6".
- BEAM: Maximum beam of yacht.
- DISPLACEMENT: Displacement of yacht, in pounds, without crew, water, fuel, or stores aboard.
- KEEL WT: Weight of keel in pounds.
- KEEL MAT'L: Type of material, e.g. Lead, Steel, or Iron.
- OTHER BALLAST: NO or if YES: list non-keel ballast & location in comments, e.g. water, 1500 lbs.

VARIABLES

- ENGINE: Check appropriate box.
- PROPELLER INSTALLATION: Check appropriate box. "Aperture" is where propeller is located in a faired opening, e.g. between full keel and attached rudder. "Thru Keel" is where propeller shaft exits from trailing edge of keel.
- PROPELLER TYPE: Indicate number of blades, e.g. 2 or 3; and whether propeller blades are Folding, Feathering, or Solid.
- KEEL: Check appropriate box for type.
- RUDDER: Check appropriate box for type.

SAILS

HEADSAILS TO BE USED: Fill in boxes with LP % size (e.g. 150%) for each headsail carried.

SPINNAKERS TO BE USED: Fill in boxes with approximate cloth WEIGHT (i.e. .75 oz) of each spinnaker carried.

FOR EXAMPLE: If your sail inventory is a 150% light #1, a 145% heavy #1, a 115% #3, a .5 oz. spinnaker, and a .75 oz. spinnaker, then you would indicate your sail inventory as follows:

HEADSAILS TO BE USED

LP%

HS#1 150	HS#2 145
HS#3 115	HS#4

SPINNAKERS TO BE USED

WEIGHT

SP#1 0.5	SP#2 0.75
SP#3	

Do NOT list any genoas that are smaller than a 95% LP. If you will use more than 4 genoas (95% or greater) or 3 spinnakers, you must supply information under Comments/Modifications. In addition, use of any asymmetrical spinnakers, oversize spinnakers, or oversize mainsails must be reported under Modifications. Please read the Modifications Instructions carefully!

HEADSAIL CREDITS: If you race with a Roller Furling headsail that is (**MUST MEET ALL CRITERIA**):

- short hoist (i.e., its luff length is **at least 2.5% of the I measurement** shorter than the headstay length)
- attached to a drum and swivel
- regularly used at the primary racing headsail, is roller furled during racing
- is the sole headsail greater than 110% LP used (any number of sails 110% or smaller headsails roller furling or non-roller furling can be used as appropriate)

Check the "ROLLER FURLING HEADSAIL" box for a 3 sec/mile credit.

If you race with a roller furling headsail that meets **all** of the above "ROLLER FURLING HEADSAIL CREDIT" criteria, **and, in addition (MUST MEET ALL CRITERIA)**:

- has a UV leach cover
- is regularly stored in the headstay when the boat is not racing or sailing
- is regularly used as the primary genoa when the boat is daysailing or cruising

Check the "CRUISING HEADSAIL" for a credit of 6 sec/mile.

ANY SPECIAL ITEMS OR MODIFICATIONS ?

BEFORE CHECKING YES or NO BOX ON THE APPLICATION, PLEASE READ THE FOLLOWING:

FORWARD - PHRF separates boats into "production boats" and "custom boats". A base rating is assigned to a production boat and adjustments to this base rating are uniquely estimated for each boat based on genoa size, mainsail modifications, spinnaker pole length, mast modifications, propulsion, and any modifications noted herein.

PRODUCTION BOATS are defined as one with 25 sisterships with identical hulls and appendages, rigs, deckhouses, and interiors. If you do not have a production boat, additional information may be required before a certificate can be issued. If you have a CUSTOM BOAT and you have made any changes to your custom boat from your previous year's application, you must describe them on your current application.

The following describes what items or modifications are considered to be REPORTABLE and must be noted herein on your application. All reportable items or modifications must be described in the comment section of this application, or on a separate attached page. Issues which are considered to be NON-REPORTABLE ITEMS OR MODIFICATIONS need not be reported. If in doubt about the need to report a change, your guidelines are "If in doubt, fill it out!"

BOAT DESIGN -- SHAPE -- WEIGHT -- INTERIOR EQUIPMENT

REPORTABLE ITEMS OR MODIFICATIONS:

- R1) Any changes in material, size, or shape (other than fairing to design specifications) of the hull, deck, rudder, or keel.
- R2) Any canard rudder; other lifting or steering device forward of the keel; or any rudder, steering or stabilizing device added to the boat.
- R3) Removal or relocation of any interior or exterior structural components; changes in construction technique/schedule, or changes in materials of bulkheads and/or interior cabinetry, that results in the removal or relocation of weight.
- R4) Removal of standard tables, floorboards, headliners, lockers, locker doors, permanent berths, and head enclosures, i.e., you are not allowed to "strip the boat". Cushions, however, are allowed to be removed for racing.
- R5) Any internal ballast or removal/addition of lead or similar density material. Any moveable ballast, (i.e., water ballast): indicate weight, location, volume, and rate of transfer or discharge.

NON-REPORTABLE ITEMS OR MODIFICATIONS:

- N1) Fairing to bring the hull, keel or rudder into design specifications. Wet sanding and/or waxing are allowed.
- N2) Flexible flaps to fair the skeg into the rudder are allowed provided they do not extend deeper than the skeg.
- N3) Water, fuel, and holding tanks may be emptied as provided by US SAILING. Cushions may be removed.

RIG -- DECK HARDWARE -- EQUIPMENT

REPORTABLE ITEMS OR MODIFICATIONS:

- R6) Rig modifications such as, but not limited to:
 - a. increase/decrease of mast height, boom length or spinnaker pole length.
 - b. spinnaker/whisker poles exceeding 101% of the J dimension.
 - c. change in cross-section and/or material or weight of any spar.
 - d. addition/elimination of spreaders, shrouds or stays including running backstays, babystays, checkstays, and jumperstruts.
 - e. use of cobalt, titanium, boron, carbon fiber in rigs, lifelines or lifeline stanchions.
 - f. use of fixed/adjustable bowsprit for flying spinnakers.
- R7) Headstays, mast stays, and/or partners that are adjustable while sailing, whether accomplished mechanically or hydraulically.
- R8) Use of hiking straps, trapeze wires or similar devices that would allow the torsos of the crew or skipper to be extended beyond the beam of the boat.

NON-REPORTABLE ITEMS OR MODIFICATIONS:

- N4) Removal, addition and/or relocation of deck hardware.
- N5) Additions or deletions of hydraulics.
- N6) Running rigging of any size or material.
- N7) There are no restrictions on instruments electronic or mechanical, autopilots, and on-board computers except that outside information may be received only as permitted by US SAILING.

SAILS

REPORTABLE ITEMS OR MODIFICATIONS:

- R9) Any sails or sail construction that would incur a penalty or not be allowed under IOR:
 - a. Full batten in mainsail are allowed, but any oversize mainsail girths or construction techniques that results in mainsail area larger than which is allowed/unpenalized by IOR must be reported.
 - b. Oversize headsails, oversize spinnaker luffs (.95 times the square root of I squared + JC squared) or girth (1.8 x SPL) must be reported.
- R10) Use of more than 4 headsails (95% and larger LP), and/or use of more than 3 spinnakers must be reported.
- R11) You must report the use of any asymmetrical spinnaker. A spinnaker is asymmetrical if the leach and luff differ in length by more than 4 percent. Indicate if the asymmetrical spinnaker will be flown from spinnaker pole or fixed or adjustable bowsprit. The following rules apply: the average of the luff and leach must not exceed 0.95 times the square root of I squared plus JC squared (where JC is the length reported for the spinnaker pole or bowsprit to which the asymmetrical spinnaker will

be attached); the maximum width does not exceed 1.8 times JC; and the mid girth is greater than 75% of the foot. You must report if these dimensions are not met.

NON-REPORTABLE ITEMS OR MODIFICATIONS:

- N8) Use of full battens in mainsail.
- N9) There are no restrictions on type of material or construction technique except as outlined in R8 above.
- N10) Any number of storm jibs (LP less than 95%) can be used.

OWNER / MASTER -- SIGNATURE / DATE

Every application must be signed and dated in order to be processed by the committee.

NEW CERTIFICATE \$30.00 -- RENEWAL \$20.00

NEW CERTIFICATE: If an applicant has never had a PHRF-NB certificate, is applying for a second certificate for the first time for any previously rated yacht, or a yacht that has never rated by PHRF-NB before. If the applicant supplies a valid NE or LI Sound certificate with his new application, the fee is only \$20.00.

RENEWAL CERTIFICATE: If the same owner of a yacht had a PHRF-NB certificate last year for the same yacht, including any changes that have been made for this year's application.