



## 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.

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## SAILS

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

SPINNAKERS TO BE USED: For symmetrical, fill in boxes with approximate cloth WEIGHT (i.e. .75 oz) of each spinnaker carried; for asymmetrical provide sail area.

FOR EXAMPLE: If your sail inventory is a 150% light #1, a 145% heavy #1, a 115% #3, a .5 oz. and a .75 oz. symmetrical spinnaker, then you would indicate your sail inventory as follows: If you had a 700 and 950 ft asymmetrical spinnakers, then you would fill in 700 and 950 in the spinnaker boxes.

HEADSAILS TO BE USED  
LP%

<b>HS#1</b> 150	<b>HS#2</b> 145
<b>HS#3</b> 115	<b>HS#4</b>

SPINNAKERS TO BE USED  
WEIGHT/SIZE

<b>SP#1</b> 0.5	<b>SP#2</b> 0.75
<b>SP#3</b>	

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, and oversize spinnakers, and the type of pole/sprit which will be used, and 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.

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## 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/one design boats" and "custom boats". A base rating is assigned to a production boat and one design boats 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. If you have a One Design boat, any deviations or changes from its one design configuration must be reported.

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 IMS, or if a one design boat, eg Melges 30, is not allowed by the class rules:
  - a. Full battens in mainsail are allowed, but any oversize mainsail girths larger than the standard IMS girths or one design specifications 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 and its size (sail area). 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 standards apply: the average of the luff and leech 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 must be greater than 75% of the foot. You must report if these standards 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.

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**OWNER / MASTER -- SIGNATURE / DATE**

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

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**NEW CERTIFICATE \$35.00 -- RENEWAL \$25.00**

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.