Performance Handicap Racing Fleet

PHRF–NB

Narragansett Bay

	LOA	LWL	DISP	J	SPL/STL	I	ISP	P	E	
Example 1	35	30.25	10000	14.7	14.7	46.4	46.4	41.5	14	**Before**
	35	30.25	10000	14.7	**19.1**	46.4	46.4	41.5	14	**After**

Example of converting a standard symmetrical spinnaker boat to an asymmetrical spinnaker

Beginning with 6.E.v for Asymmetric Conversions:

a. Downwind SA = Mainsail Area + Spinnaker Area (ISP x (J x 1.8))/2

i. Mainsail Area shall be the larger of the Areas between the formula in 6.a.ii or (P x E x .585)

ii. Spinnaker Area as applicable in 6.iv.1-4

Main Area

340 *P x E x .585*

357 *P/8 x (E + (2 x MQW) + (2 x MHW) + (1.5 x MTW) + (.5 x MHB))*

Spinnaker Area

614 *(ISP x (J x 1.8))/2*

DISP / L *(Displacement / 2240) / (.01 x LWL)* ^{3}

161

Downwind SA/DISP *Sail Area DW / (Displacement/64)2/3*

33

Downwind SA-DISP / DISP - L

0.207 → From Table E

Adjustment for Conversion

7

Adjustment for Area increase:

Beginning with 6.E.iv for Oversized Area:

For boats that were designed originally with Symmetric Spinnakers, the Standard SMG and SFL is based on SPL * 1.8 and MAX LUFF based on .95 * v(ISP^2+SPL^2) with all other dimensions entered into the above Area Formula (SPA) to determine the **Standard Symmetric Spinnaker Area** , unless there is a OD, designer or regional standard for the boat. Any changes to the Spinnaker Area will be adjusted based on Table C.

MAX LUFF/LEECH **47.67**

MAX GIRTH/SF **26.46**

SMG	SLU	SLE	SLF
30.10	**55.10**	**46.50**	**28.90**

Standard Symmetric Spinnaker Area

Before **1047**

*((SLU + SLE)/2) * ((SFL + (4 * SHW))/5) * 0.83*

After **1259**

Asymmetric Spinnaker Area

% Increase in Area

20.26% → From Table D

Adjustment for Area

-4

Total Adjustment for Conversion with Area Change

3