

EBYRA PHRF

This PHRF Application is for yachts that wish to compete in non-YRA sanctioned races hosted by the Eastchester Bay Yacht Racing Association and that do not have a valid YRALIS PHRF Certificate.

EFFECTIVE:	:
VALID THRU:	:

FOR HANDICAPPER USE ONLY

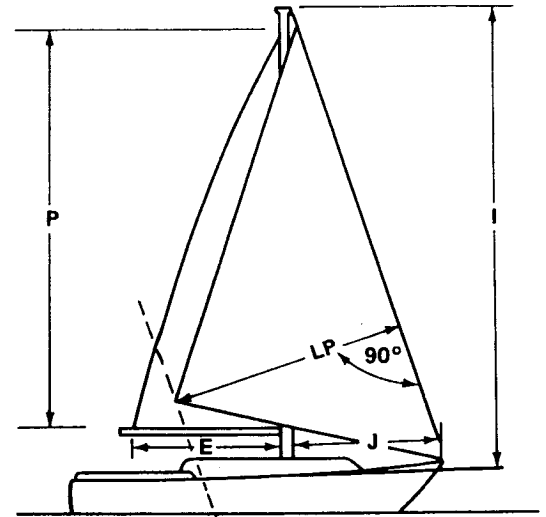
SAIL NO.				YACHT NAME		HULL NO.	YR.	STD. CLASS	BASE	NON-SPINNAKER						HANDCP.	
TYPE OR CLASS		RIG	DESIGNER			JIB	% of TYPE							ADJ.			
MASTER		SPIN															
ADDRESS		MAST															
CITY		STATE	ZIP	PROP													
BUSINESS PHONE		HOME PHONE		MISC													
PRIMARY SAILING LOCATION AND/OR YACHT CLUB ON L.I. SOUND		WEIGHT		MAXIMUM													
I understand that it is my responsibility to notify the handicapper of changes to this yacht which affect measurement points, handicap adjustments, or would alter her from a standard boat.		HANDICAPPER'S COMMENTS								TOTAL ADJ.							
SIGNATURE OF MASTER		DATE		SIGNATURE OF HANDICAPPER								DATE					
MEASUREMENTS In feet to the nearest tenth		VARIABLES															
J	LOA	Engine		Prop Installation		Rig											
LP	LWL	<input type="checkbox"/> Inboard		<input type="checkbox"/> In Aperture		<input type="checkbox"/> Masthead											
SPL	BEAM	<input type="checkbox"/> Outboard		<input type="checkbox"/> Out of Aperture		<input type="checkbox"/> Fractional											
SMW	DRAFT	<input type="checkbox"/> None		<input type="checkbox"/> Vertical Shaft Drive		<input type="checkbox"/> Other											
SL	DISPL. LBS.	Rudder		Propeller Type		Keel											
I	BAL. LBS.	<input type="checkbox"/> Attached		<input type="checkbox"/> Folding/Feathering		<input type="checkbox"/> Fin											
P	IMS RATING	<input type="checkbox"/> Skeg		<input type="checkbox"/> Solid 2-Blade		<input type="checkbox"/> Centerboard											
E	CREW WEIGHT	<input type="checkbox"/> Spade		<input type="checkbox"/> Solid 3-Blade		<input type="checkbox"/> Wing											
				<input type="checkbox"/> Other													
		MATERIALS:															
		HULL		MAST													
		KEEL		RUDDER													

List any changes or modifications that have been made to the boat, including removal of standard equipment (e.g. doors, tables, etc.):

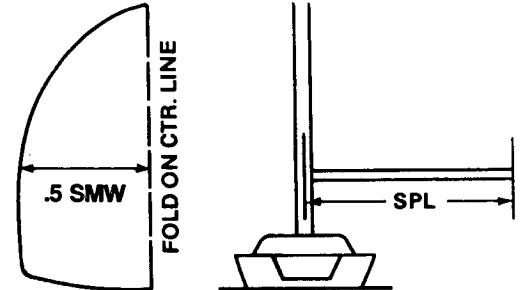
PHRF REGULATIONS

I. DEFINITIONS

- J** Distance perpendicular from foreside of mast line to the point of intersection of the forestay with deck.
- LP** Distance perpendicular from the luff to the clew of the largest jib.
- SPL** Spinnaker pole length measured with the pole in its fitting and set in a horizontal position athwartship.
- SMW** Spinnaker maximum girth luff to luff. Fold on center line, measure width, and multiply by two. For asymmetricals, the maximum girth, found by measuring between points equidistant from the head, on the luff and leech.
- SL** Spinnaker luff length. For asymmetricals, the average of the lengths of the luff and leech.
- CREW WEIGHT** "STD." if to use base boat maximum weight otherwise, declare maximum weight desired.
- I** Height of foretriangle. Measured from deck sheer line abeam the mast to highest point of sail attachment.
- P** Luff length of mainsail measured from boom to headboard in its highest position.
- E** Foot length of mainsail measured from mast to clew in its most outboard position.
- DRAFT** Draft of hull. Also include draft with board down if center board yacht.
- DISPL** Displacement of vessel in pounds without crew, water, fuel, or stores aboard.
- BAL** Ballast of vessel in pounds. Note any additions or deletions from standard and the location.
- LOA** Length overall of the hull. Note bowsprit and or boomkin separately.
- LWL** Load water line.
- BEAM** Maximum beam of the vessel.
- MATERIALS** Construction material of hull, keel, mast and rudder, eg. fiberglass, lead, iron, aluminum, carbon fiber, etc.



SPIN. GIRTH MEAS.



II. HANDICAP ADJUSTMENTS

A. JIB

Adjustment is based on the largest jib and determined by the LP/J ratio stated as a percent.

LP/J PERCENT	ADJUSTMENT	CODE
193.1 and over	-15	b
183.1-193	-12	9
173.1-183	-9	8
163.1-173	-6	7
153.1-163	-3	6
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143.1-153	0	5
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133.1-143	+3	4
Up to 133	+6	3

NOTE: No headsail may be set to extend aft of the LP line used to establish the handicap.

B. SPINNAKER

Adjustment is normally* based on the largest spinnaker and determined by the SMV/J ratio stated as a percent.

SPIN %	ADJUSTMENT	CODE
228.1 and over	-12	9
213.1-228	-9	8
198.1-213	-6	7
183.1-198	-3	6
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168.1-183	0	5

*NOTE: If the spinnaker pole (SPL) is greater than J then the SPIN % is greater to SMV/J or $1.8 \times SPL/J$, whichever is greater.

C. MAST

The effect on performance of changes from standard rig dimensions varies from boat to boat to so great an extent that no rational table of rating changes based on rig size can be formulated. Accordingly, these are treated by the PHRF Committee on a case by case basis. If your boat is one of a class and your rig differs from the standard for that class, you must notify the Committee of that fact. If you have a custom boat and your rig is changed from that described on your rating application, you must notify the Committee of the changes. A "change" refers not only to length, but also to material, weight, wire size, number of spreaders, diameter, etc.

D. PROPULSION

Adjustment is based on type of propeller and its installation.

PROP/INSTALLATION	ADJUSTMENT	CODE
FOLDING/FEATHERING		
OUT OF APERTURE	0	5
SOLID 2-BLADE IN APERTURE	0	5
OUTBOARD RETRACTED WHEN RACING	0	m
VERTICAL SHAFT DRIVE	0	s
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OUTBOARD NOT RETRACTED	+3	k
SOLID 2-BLADE OUT OF APERTURE	+6	4
SOLID 3-BLADE IN APERTURE	+6	3
SOLID 3-BLADE OUT OF APERTURE	+12	2
NON STD.	(as estimated by handicapper)	1