

O Keefe Foundation

PHRF RATING CERTIFICATE

THIS CERTIFICATE EXPIRES ON APRIL 30, 2019 OR UPON A CHANGE OF OWNERSHIP, WHICHEVER OCCURS FIRST.

YACHT NAME	MFG DATE	HULL #	SAIL #
MAKE / MODEL	DESIGNER		
OWNER OR MASTER			
MAILING ADDRESS			
CITY	STATE	ZIP	
PHONE(S)	E-MAIL ADDRESS		
<p>I UNDERSTAND THAT IT IS MY RESPONSIBILITY TO NOTIFY THE HANDICAPPER OF CHANGES TO THIS YACHT WHICH WOULD AFFECT MEASUREMENT POINTS, HANDICAP ADJUSTMENTS OR WOULD ALTER HER FROM A STANDARD BOAT.</p> <p>I CERTIFY THE INFORMATION CONTAINED HEREIN TO BE ACCURATE.</p>			
OWNER SIGNATURE		DATE	

FOR HANDICAPPER USE ONLY					
CLASS					
		SPIN	NON SPIN.		
	T.C.F.				
OWNER	STND CLASS	BASE			
		<input type="checkbox"/> <input type="checkbox"/> F.O.D.			
SA/D	B/L	JC	C	M/G	G/JS
ADJUSTMENTS		FACTOR		SEC/MILE	
	BASE LP				
	JAD				
	JCF				
	SPIN				
	NON-SPIN				
	ROLLER FURLING				
	PROP				
	MIN HP				
	MISC				
SIGNATURE OF HANDICAPPER			DATE		

YACHT MEASUREMENT DATA					
<input type="checkbox"/> <input type="checkbox"/> IF METRIC					
LOA	DISPL	I	ISP		
LWL	BALLAST	J			
BEAM	MATERIAL	P	PY		
DRAFT		E	EY		

LARGEST JIB	SYMMETRIC SPINNAKER	ASYMMETRICAL SPINNAKER
%	G	BSPL
OR LP	MSL	ALE
WPL	SPL	AMG
		ALU
		ASF
		ASYM FLOWN FROM SPRIT OR POLE (Y/N)

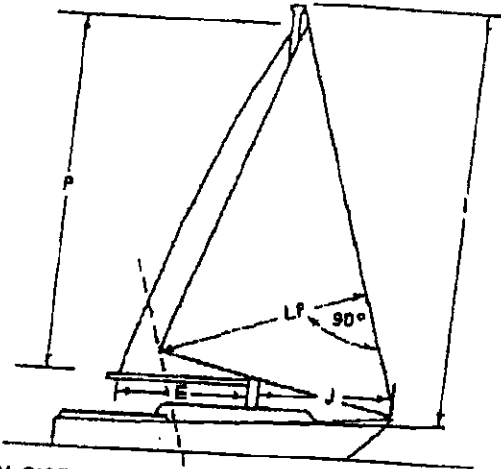
KEEL	RIG TYPE	RUDDER	MODIFICATIONS
FULL <input type="checkbox"/>	<input type="checkbox"/> MASTHEAD	<input type="checkbox"/> ATTACHED	HAVE HULL, RIG OR APPENDAGES EVER BEEN MODIFIED OR INTERIOR ACCOMMODATIONS REMOVED? IF SO, PLEASE EXPLAIN:
FIN <input type="checkbox"/>	<input type="checkbox"/> FRACTIONAL	<input type="checkbox"/> SKEG	
WING <input type="checkbox"/>	OTHER _____	<input type="checkbox"/> SPADE	
CENTERBOARD <input type="checkbox"/>	<input type="checkbox"/> DACRON W/	<input type="checkbox"/> TRANSOM	
OTHER _____	FURLING JIB		

ENGINE	PROP INSTALL	PROP TYPE
INBOARD <input type="checkbox"/>	<input type="checkbox"/> APERTURE	<input type="checkbox"/> FOLD/FEATH
OUTBOARD <input type="checkbox"/>	<input type="checkbox"/> EXP SHAFT	<input type="checkbox"/> SOLID
OUTBOARD H.P. _____	<input type="checkbox"/> SAILDRIVE	NO. BLADES _____
NONE ABOARD <input type="checkbox"/>		

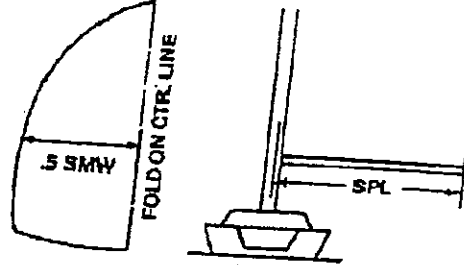
PHRF REGULATIONS

1. DEFINITIONS

- J Distance perpendicular from foreside of mast line to the point of intersection of the forestay with deck.
- 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.
- LP Distance perpendicular from the luff to the clew of the largest jib.
- LOA Length overall of the hull. Note bowsprit and/or boomkin separately.
- LWL Load water line.
- BEAM Maximum beam of the vessel.
- DRAFT Draft of hull. Also include draft with board down if centerboard 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.
- CREW WEIGHT "STD." If to use base boat maximum weight. Otherwise, declare maximum weight desired.
- 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 centerline, measure width and multiply by 2.
- SL Spinnaker luff length.
- S. AREA Symmetrical spinnaker area. Consult your sailmaker.
- TPS Sprit pole length.
- SMG Asymmetric mid-girth.
- SF Asymmetric foot length.
- SLU Asymmetric luff length.
- SLE Asymmetric leach length.
- A. AREA Area of asymmetric spinnaker as calculated by the IACC formula. Consult your sailmaker.
- MATERIALS Construction materials of hull, keel, mast and rudder, eg. fiberglass, lead, iron, aluminum, carbon fiber, etc.



SPIN. GIRTH MEAS.



2. HANDICAP ADJUSTMENTS

A. 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.

B. PROPULSION

Adjustment is based on type of propeller and its installation.

PROP/INSTALLATION	ADJUSTMENT	CODE
Folding/ Feathering/ Out of Aperture	0	S
Solid 2-blade in aperture	0	S
Outboard retracted when racing	0	m
Vertical Shaft Drive (Sail Drive)	0	S
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-standard (as estimated by handicapper)		1

C. JIB

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

LP/J PERCENT	ADJUSTMENT	CODE
195.1 & over	-15	b
185.1-195	-12	9
175.1-185	-9	8
165.1-175	-6	7
155.1-165	-3	6
145.1-155	0	5
135.1-145	+3	4
Up to 135	+6	3

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

D. SPINNAKER

Adjustment is normally based on the largest spinnaker and determined by the SMW/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
168.1-183	0	5

NOTE: If the spinnaker pole (SPL) is greater than J then the SPIN % is the greater of SMW/J or 1.8 x SPL/J