

### MAST and RIG MEASUREMENT

**J** - The horizontal distance from the foreside of the mast at the deck to the forestay where it meets the deck. If the mast is movable at the deck, the measurement shall be made with the mast in the aftermost position.

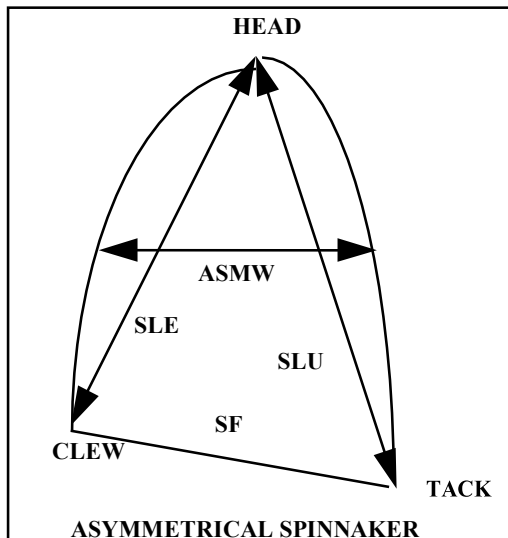
**I** - The vertical distance from the top of the jib sheave to the shear line abeam of the mast.

**P** - The distance from the top edge of the boom to the lower edge of the measurement band. If the boom is movable at the mast, the measurement shall be made with the boom in its lowest position.

**E** - The distance from the aft edge of the mast to the inner edge of the measurement band.

**POLE /SPL** - Length of Spinnaker Pole (articulating) .

**TPS/SPRIT** - Centerline bowsprit length. There must be a dimension in this category whether there is a spinnaker on your boat or not and/or whether or not there is a bowsprit. If there is no bowsprit TPS = SPL. If there is no bowsprit TPS = J. The horizontal distance from the foreside of the mast at the deck to the tack point on the forward end of the bowsprit extended to its fullest length. For fixed bowsprit the distance is to the tack point of the sail.



**ISP** - Mandatory whether there is a spinnaker on your boat or not and/or whether or not there is a bowsprit. The vertical distance from the top of the spinnaker hoist height to the chain plate at the deck abeam of the mast. On a Masthead boat the ISP is about the same as I. On a Fractional boat the ISP is about the same as I. On a boat with a Fractional Jib and a Masthead Spinnaker the ISP is greater than I - up to where the spinnaker attaches near the top of the mast.

**LP** - The perpendicular distance (in feet) from the luff to the clew of the headsail. (Not shown)

### ASYMMETRICAL SPINNAKER MEASUREMENT

**SLE** - The greatest length of the sail's leech measured along the edge of the sail.

**SLU** - The greatest length of the sail's luff measured along the edge of the sail.

**ASMW** - The distance across the body of the sail measured between the midpoints of the luffs.

**SF** - The distance from the tack to the clew measured in the shortest path on the surface of the sail.

### SYMMETRICAL SPINNAKER MEASUREMENT

The greatest length of the sail's luff measured along the edge of the sail.

The distance across the body of the sail measured between the midpoints of the luffs.

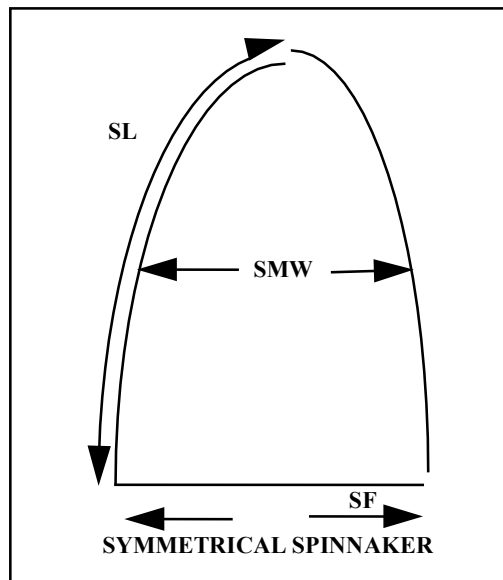
The distance from the tack to the clew measured in the shortest path on the surface of the sail.

#### Notes:

- For non-spinnaker boats use I for ISP
- Use POLE for SPL if no bowsprit.
- Use J for SPL and POLE if the boat does not have either
- LOA does not include any appendages

All boats requesting rating certificates must have a valid US Sailing Sail Number or be on the list of One Design boats below. The PHRF SD Board has decided that all boats currently holding a 2017 certificate may continue to use the sail number currently listed on their certificate. However, new boats must comply with the requirement to have a US Sailing Sail Number. PHRF SD has decided that One Design boats do not require a US Sailing Sail Number as long as they are one of the boats listed in the PHRF SD One Design list (see below). If a certificate is allowed to lapse for one year than when reapplying for a certificate a US Sailing Sail Number will be required to obtain a certificate. If there is an ownership change then a US Sailing Sail Number will be required to obtain a certificate. In the event a new boat requests a certificate and it has the same sail number as a boat having a current certificate the boat between these two boats not having a U S Sailing Sail Number must get one to have a certificate.

**One Design List:** All boats on the US Sailing One Design List and [PHRF San Diego Valid One Design List](#)



#### How to Get a US Sailing Sail Number

US SAILING sail numbers are issued in Area 'J' to boats owned by resident members in good standing of yacht clubs affiliated with the Southern California Yachting Association. To access the form please [click here](#).



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**COMPLETE AS APPROPRIATE (all that apply):**

HULL MATERIAL:

KEEL: MATERIAL

MOTOR: FACTORY INSTALLED:

PROP TYPE: #BLADES

RIG: RIG SIZE:

TYPE: MATERIAL:

PULPITS: BOW STERN:

STANDING RIGGING: LIFELINES:

HYDRAULICS: RUNNING BACKSTAY:

SPREADER SETS NUMBER: SHORTENED:

**SAIL DIMENSIONS:**

OVERSIZED ROACH ON MAIN:

MGT MGU MGM MGL

*\* MGT, MGU, MGM and MGL are be the length of the girths of the mainsail taken at points 7/8, 3/4, 1/2 and 1/4 of the leech from the clew respectively*

SQUARE TOP: HB:

LP of LARGEST HEADSAIL: %

**LIST ANY MODIFICATIONS:**

**APPLICATION WORKSHEET/DO NOT MAIL**

NAME:

ADDRESS:

CITY:

STATE ZIP:

DAY TEL#:

ALT TEL#:

E-MAIL:

MEMBER OF YACHT CLUB

*(SCYA-affiliated Yacht Club membership is required)*

**ANNUAL DUES MUST BE PAID ONLINE.**

Note: If your boat is a standard production model, please include the measurement information provided by the boat builder/manufacturer or designer.

If your boat is a custom design or has been modified from a production model, please include the manufacturer or designer's information along with pictures/line drawings of the under body and rig and a list of the modifications.

**RATING CERTIFICATE WORKSHEET**

BOAT TYPE: MODEL:

BOAT NAME:

STANDARD PRODUCTION MODEL:

US Sail #: \* SEE NOTE ON PAGE 1

BOAT LOCATION:

MANUFACTURER:

YEAR BUILT: HULL#:

STATE DIMENSIONS IN FEET (INCHES IN DECIMAL)

LOA: LWL

LOA excludes any appendages like bowsprits DRAFT

BEAM:

BALLAST (lbs): DISPLACEMENT (lbs):

Removable Internal Ballast (lbs):

Included in Displacement:

Transferable Internal Ballast (lbs):

Included in Displacement: