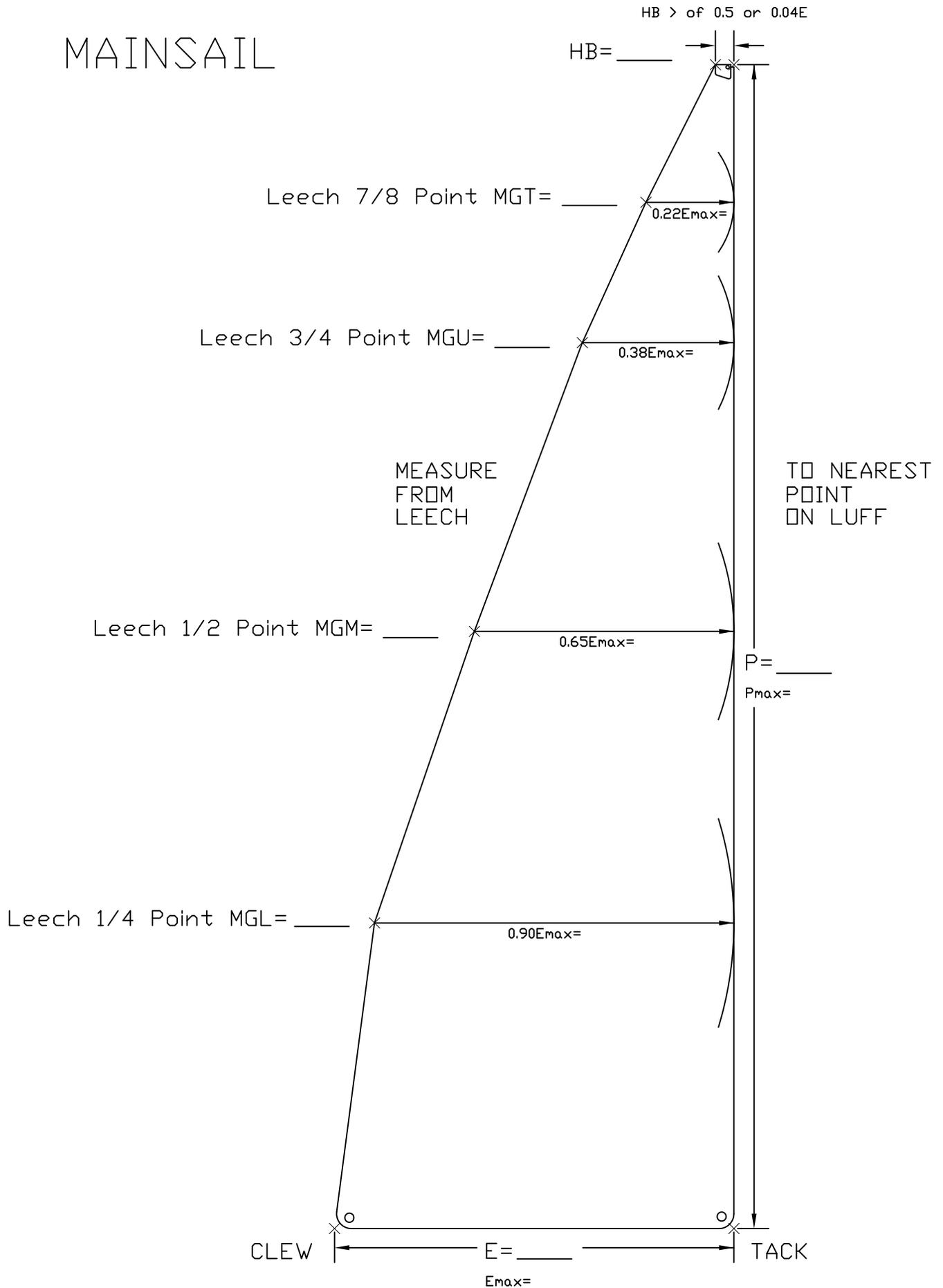
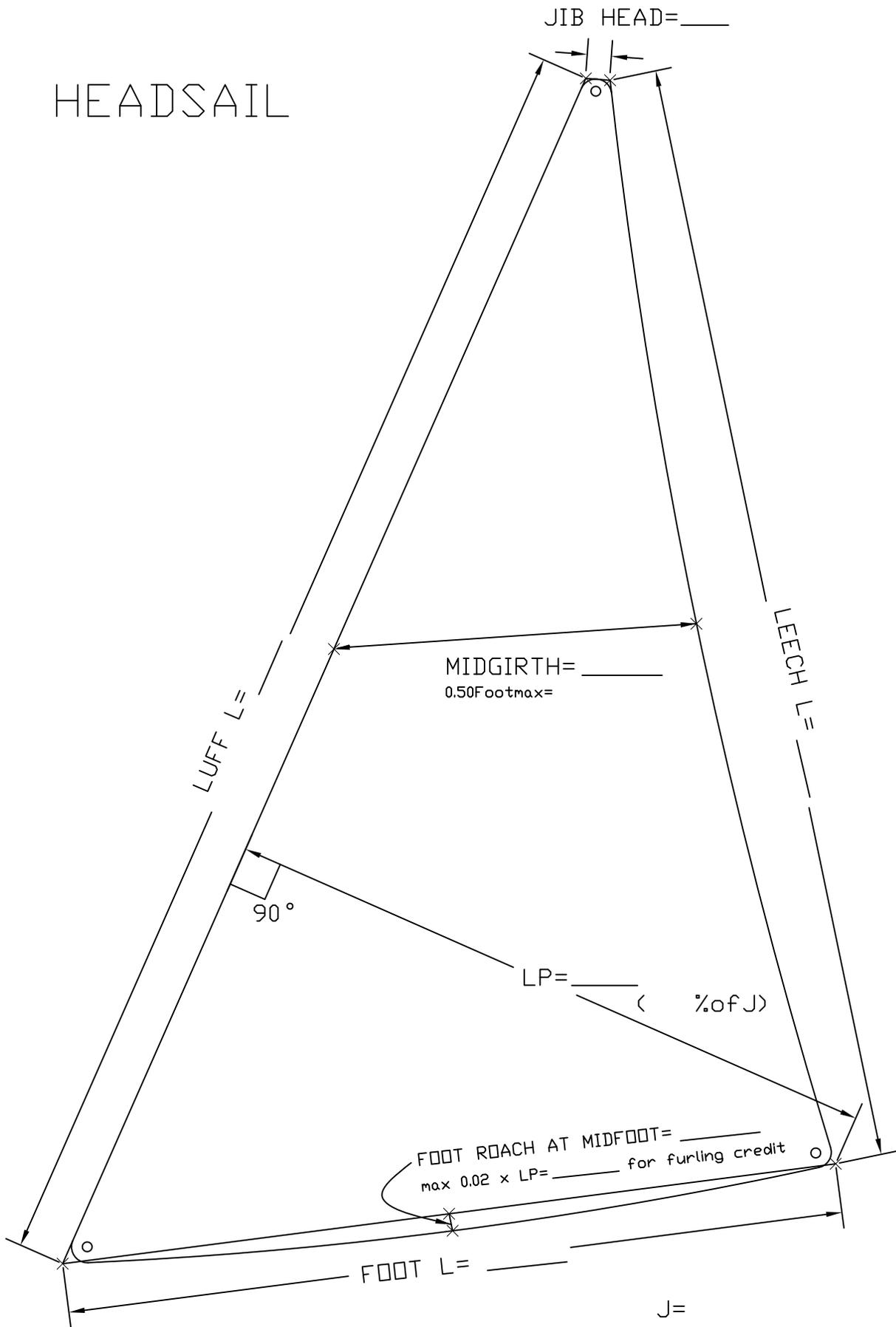


MAINSAIL

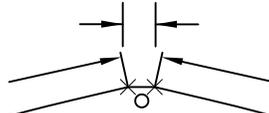


HEADSAIL



SPINNAKER

HBS= _____



SLU= _____
SLU/2

SLE= _____
SLE/2

Symmetrical

$SLU \text{ and } SLE \leq 0.95 \times \sqrt{I^2 + \langle \rangle \text{ of } J \text{ or } SPL}^2$

SMG (MIDGIRTH) = _____

$\geq 0.75 \times FOOT$

SMW (MAXWIDTH) = _____

$\leq 1.8 \times \langle \rangle \text{ of } J \text{ or } SPL$

SLU/2

SLE/2

Asymmetrical

$\langle SLU + SLE \rangle / 2 \leq 0.95 \times \sqrt{I^2 + \langle \rangle \text{ of } J \text{ or } SPL}^2$

$SLU / SLE \geq 1.1$

$ASMG \geq 1.6 \text{ and } \leq 1.8 \times \langle \rangle \text{ of } J \text{ or } SPL$

$ASMG \geq 0.75 \times FOOT$

AREA NOT > THAN SYMMETRICAL

SF (FOOT) = _____

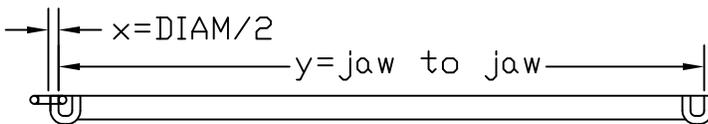
x = DIAM/2

y = jaw to jaw

J =

I =

$x + y = SPL \leq J \text{ without penalty}$





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CRUISING CREDIT APPLICATION

I have checked below the cruising credits I wish to take for the current sailing season. [A sail measurement form must accompany this application if applying for roller furling credits.](#) I understand that only ONE change will be permitted during the season and that it will take 4-8 weeks from receipt by the PHRF-LE secretary for the new certificate to be issued. There will be NO EXCEPTIONS.

RF Credit- Class 2 +6 sec/mi - Limited to one headsail* constructed of woven Dacron or other polyester fibers with a minimum 4oz fabric UV cover on the leech and foot of the sail.

RF Credit- Class 1 +3 sec/mi - Boat is limited to using 2 headsails*; the 2nd sail must be 110% or less that have been qualified for the current year. No limitations on sail materials.

For example, if you have roller furling sails registered from a previous year and replaced it with a new sail, the old sail can no longer be used for racing. In addition, if you previously registered a 135% sail as your largest headsail and purchased a new 155% sail, you cannot use the 135% sail for racing as it is not < 110%. If your sail inventory has a 135%, an old 155%, and a new 155% that was registered for the roller furling credit, you cannot use the 135% or the old 155% if the air is up in order to 'save' the new one from breaking down.

*Not including storm jibs as defined in ISAF Offshore Special Regulations 4.26

Roller Furling Main at Mast +6 sec/mi

2 Blade Solid Propeller +6 sec/mi

3 Blade Solid Propeller +12 sec/mi

Please complete the following information. Do not leave any blanks as this will hold up your certificate.

Boat Name _____ Sail # _____ Date Sail was Made _____

Owner Name _____ Sailmaker _____
 Please Print Please Print

LP% of Largest Headsail _____ LP% of 2nd qualifying sail (must be < 110%) _____

Material Composition of Genoa _____ Laminate or Woven? _____

(i.e. mylar, polyester, Pentex, Dacron, Kevlar, etc.)

Material Composition and Weight of Leech Cover _____
 (i.e. sunbrella, 4 oz.)

Owner Signature _____ Date _____



The PHRF-LE Committee has revised the cruising credits in reference to the roller furling rules. The proposed credits for roller furling are as follows:

GENERAL QUALIFICATIONS

1. **All** qualifying Roller Furling ("RF") sails must have foot roaches that do not exceed 2% of the LP. A sail measurement form must be submitted with the application and must be verified by a measurer or sail maker.
2. The bottom of the roller furling drum must be above deck and it must be able to furl all qualified headsails in a normal manner.
3. Qualified roller furling sails must be in the luff groove for the full luff of the sail, attached to a swivel at the head of the sail and to the drum swivel at the tack.
4. No battens of any kind are allowed in qualified roller furling headsails.
5. For Class 2, sail changes from one qualified RF sail to a second qualified RF sail are allowed during the race provided that the changed sail is attached in the manner stated in point 3 and is the registered <110% sail.
6. Qualified RF sails must exhibit the appropriate PHRF-LE label in the area of the tack. The labels will be mailed from PHRF-LE upon completion of the CRUISING CREDIT Application and approval from PHRF-LE. A sail without a label is not a legal sail and thus could be protested by your competitors.
7. Roller furling credits for boats designed as cutters will be addressed by the committee on an individual basis.
8. Once you receive your credits, you must race with the qualified RF configuration. Notification and acknowledgement to the PHRF-LE committee is required for all changes. Switching back to a non-RF configuration is allowed only once during the season with no return to RF credits allowed for the rest of the season.
9. *Violation of the RF cruising credit rules is a serious offense. Upon sustained protest, violators will be disqualified from the race and/or series in which the violation occurs. Additionally, the PHRF-LE committee may revoke future cruising credits and review the protest for further disciplinary action by PHRF-LE.*

CREDITS

RF Credit- Class 3 +6 sec/mi

Limited to one headsail constructed of woven Dacron or other woven polyester fibers with a minimum 4oz fabric UV cover on the leech and foot of the sail.

RF Credit- Class 2 +3 sec/mi

Boat is limited to using two headsails* ; the 2nd sail must be 110% or less that have been qualified for the current year. No limitations on sail materials.

For example, if you have roller furling sails registered from a previous year and replaced it with a new sail, the old sail can no longer be used for racing. In addition, if you previously registered a 135% sail as your largest headsail and purchased a new 155% sail, you cannot use the 135% sail for racing as it is not < 110%. If your sail inventory has a 135%, an old 155%, and a new 155% that was registered for the roller furling credit, you cannot use the 135% or the old 155% if the air is up in order to 'save' the new one from breaking down.

*Not including storm jibs as defined in ISAF Offshore Special Regulations 4.26

PHRF-LE Standard Dimensions and Sail Measurements

F. RIG AND SAIL AREA TERMS AND DEFINITIONS:

- “I”** Rig foretriangle height measured along the foreside of the mast from the main deck datum to the top of the jib halyard sheave. The height of the deck used as datum for “I” measurement shall be taken as 4% of beam above the shear line abreast of the mast. For boats similar to the CAL28 and MORG27 whose cabin extends athwartships to the shear line, use the stripe along the hull which represents the shear line.
- “ISP”** AS-DESIGNED spinnaker hoist height measured vertically from the deck datum to the top of the spinnaker halyard sheave
- “J”** Rig foretriangle base measured from the foreside of the mast to point where forestay attaches to deck or bowsprit in a direction parallel to the water line.
- “JC”** AS-DESIGNED spinnaker foot rig length measured horizontally from EITHER the MSD to the tack point on the forward end of a fully extended bowsprit pole OR from the forward face of the mast to the tack point of a mast-mounted spinnaker pole in standard position. For stemhead-tacked spinnakers, JC = J.
- “P”** Measured luff length of mainsail from tack to head measuring points. This term shall be used for actual mainsail area computation in lieu of the rig “P” which is used for standard mainsail area computation.
- “E”** Measured foot length of mainsail from tack to clew measuring points. This term shall be used for actual mainsail area computation in lieu of the rig “E” which is used for standard mainsail area computation.
- “HB”** Measured headboard length from head measuring point to after top edge of headboard.
- “MGM”** Mainsail mid-girth dimension measured as the shortest distance between the leech half-point and the luff, bridging any hollows in the leech of the sail. Obtain by folding the head measuring point to the clew measuring point, applying equal and sufficient tension to the leech to produce the leech half-point, then measuring the shortest distance from the leech half-point to the forward edge of the luff bolt rope.
- “MGU”** Mainsail upper-girth dimension measured as the shortest distance between the leech three-quarter point and the luff, bridging any hollows in the leech of the sail. Obtain by folding the head measuring point to the leech half-point, applying equal and sufficient tension to the leech to produce the leech three-quarter point, then measuring the shortest distance from the leech three-quarter point to the forward edge of the luff bolt rope.
- “LLJ”** Measured luff length of headsail from tack to head measuring points.
- “LP”** Measured headsail dimension from clew measuring point to forward edge of luff in line of measurement perpendicular to luff (shortest distance between clew measuring point and luff).
- “SLU”** Measured Spinnaker Luff length from tack to head measuring points
- “SLE”** Measured Spinnaker Leach length from clew to head measuring points
- “SGM”** Measured spinnaker mid-girth (1/2 girth) length from the luff to leech mid-girth measuring points
- “SGF”** Measured spinnaker foot length from the tack to clew measuring points
- “SPL”** Spinnaker pole length as measured, when fitted on the mast and set in a horizontal position athwartships, from the forward center line face of the mast to the extreme outboard end of the pole.
- “H”** Height of spinnaker sheave above the main deck datum. Main deck datum as defined for “I” dimension. (Also referred to as “ISP”)
- “WPL”** Whisker pole length as measured from the forward center line face of the mast to center of clew grommet (or D ring) of the headsail to which the whisker pole is attached, taken in the direction of pole axis.

PHRF-NW Standard Dimensions and Sail Measurements

- “SL”** Length of a sprit plus “JC” dimension. Symmetrical spinnakers cannot be tacked to sprits.
- “ASL”** Allowable “SL”: The measurement obtained by dividing SGM by 1.50.
- “SPRIT”** A hull-mounted pole or hull extension that tacks an asymmetrical spinnaker at some distance in front of the measured “J” dimension.
- “SPINNAKER”** Any sail which, when carried in its normal position, is set forward of a boat’s foretriangle with a mid-girth equal to, or greater than, 75% of its foot girth, including such sails tacked to a stemhead fitting or such sails provided with a stemhead tackline.
- “CODE “ZERO” SPINNAKER”** A spinnaker with a mid-girth less than 75% of its foot girth.