# Lake Michigan PHRF® Multihull Handicap Certificate Application

	O	•		* *	
Stock Boat $\square$	Modified Stock Boat $\square$	Stock One Desig	gn Boat □	Custom or 'One-Off' $\ \Box$	
both forms with a \$55.0 complete this application e-mail to Imphrf@Imphrf type of the boat for which length measurement to the most recent measurement.	requested information on this app 00 application fee to LMPHRF, 1 form, please consult the other si 1 org for assistance or call 920-42 1 ch a handicap is sought. Then prothe 100 <sup>th</sup> of a foot and measures 1 the 100 <sup>th</sup> of a foot and measures 1 or performance handication. Please see the other side of	Inc.; 1135 Maride of this page. 26-5540. Begin occeed through the of displacement ap certificate if a	copa Drive; O If additional he completing this ne remainder o to the nearest vailable. For ne	shkosh, WI, 54904-8118. To lp is required please write via form by checking the design f the application form. Supply pound. Be sure to attach the ew boats, photos drawings o	
OWNER	INFORMATION	BOAT INFORMATION			
OWNER'S NAME	SAIL NUMB	SAIL NUMBER			
ADDRESS		BOAT NAM			
CITY/STATE/ZIP		FORMER BOAT NAME (IF ANY)			
HOME PHONE		MANUFACTURER			
ALTERNATE PHONE		MODEL			
FAX PHONE		HULL ID NUMBER			
E-MAIL ADDRESS		YEAR BUILT			
USSAILING MEMBER NUMBER		PRIMARY SAILING AREA LMPHRF REGON (IF KNOWN)			
YACHT CLUB		LMPHRERI	EGON (IF KNC	DWN)	
	D RIG AND HULL DIMENSIONS es in decimal feet or pounds)		DEPART	EFLY DESCRBE MAJOR URES FROM STANDARD RIG ID HULL DIMENSIONS ditional pages if necessary)	
<u> </u>	LOA				
ISP	LWL				
J	BEAM DOWN DRAFT				
P E	BOARD DOWN DRAFT DISPLACEMENT				
JC					
SPL	ORIGIN OF MEASURED DIM	IENSIONS			
01 2	BROCHURE OR MFG. SUPP	PLIED			
	OWNER MEASURED				
OAT -		<u> </u>			
CAT	COMPEDITOR OR MEASUR	ER 🗆			
TRI 🗆	RATING CERTIFICATE				
CONSTRUCTION MATERIALS		OTHER DESIGN FEATURES			
HULL		ENGINE MAI	KE	HP	
DECK		PROP TYPE	ATION!		
CENTER/DAGGER BOA	ARD	PROP INSTA			
RUDDER		RUDDER TY BOARD TYP			
MAST				VEC NO D	
BOOM		ROTATING MAST YES NO TOTAL NUMBER OF SAILS			
SPINNAKER POLE		Is there any equipment used while racing that is not 100% manually			
STANDING RIGGING		operated? YES $\square$ NO $\square$ If yes, please describe in the space above			
BOW SPRIT OR PROD	or on an attache	d sheet.			
specified on this application	rtify that this boat will compete in LMF n form. My signature further indicates since the date if this application.				
Signature of owner:			Date		

# Lake Michigan PHRF® Multihull Handicap Certificate Application

#### Important notes and reminders.

Do not treat the measurements that you supply for your hull, rig or sails lightly. There are usually some slight differences in actual measurements from designed or allowed measurements that do not result in penalties or credits and in fact reflect the actual hull, rig and sail plan of the boat as shipped and equipped from the manufacturer. If you are unsure about measuring and reporting critical hull, rig and sail dimensions. Please see your sailmaker, LMPHRF Regional Handicapper or LMPHRF Club Representative.

### Some Descriptive labels that are useful in completing an application for a Multihull handicap.

Construction Materials:	Fiberglass, Kevlar, Carbon Fiber, Aluminum, SS, Synthetic, Other
Prop Type:	Fixed 2 or 3 blade, Folding/Feathering 2 or 3 blade, Other
Prop Installation:	Outboard, Exposed Shaft, Sail drive, Other
Rudder Type:	Outboard, Inboard, In Cassette, Kick up, Other
Board Type:	Center board, Dagger board, Other

#### **Measured Dimensions**

Dimensions may be reported to the 100<sup>th</sup> of a foot and measures of displacement to the nearest pound.

Dimension	Description	
ı	Height of the foretriangle measured from the highest point of the sail attachment to the sheer line at the point abeam the mast. The of the sheer line is the intersection of the hull and deck	
ISP	Measured from the highest halyard sheave to the shear line at the point abeam the mast.	
J	Horizontal distance from the forestay attachment to the front surface of the mast	
JC	Horizontal distance from the most forward attachment point of the bowsprit to the front surface of the mast	
Р	Maximum hoist of the mainsail, measured from the upper sheave to the top of the boom.	
E	Maximum foot length of the mainsail, measured from the aft edge of the mast to the inner edge of the band on the boom.	
SPL	Length of the symmetrical spinnaker pole from end to end.	
LOA	Overall length of the boat.	
LWL	Boats water line in measurement trim	
Beam	Boats maximum width	
Draft	Maximum draft of fixed keel, center board or dagger board	
Displacement	Weight of water displaces by boats hull in measurement trim	

## A Sail Declaration and the Handicap Application is required for a LMPHRF Multihull handicap.

Contacting LMPHRF by mail, phone, fax and e-mail;

Lake Michigan Performance Handicap Racing Fleet Inc.

Paul Ansfield

1135 Maricopa Dr.

Oshkosh WI 54904-8118

Telephone: 920-426-5540 (Answer Machine ) 920-424-2300 (Voice Daytime) 920-233-5743 (Voice Evening)

Fax 920-426-3043,920-233-5782 E-mail Imphrf@Imphrf.org Web Site www.Imphrf.org

Multihull Representative;

Trey Ritter 216 S. Stewart Ave Libertyville IL 60048

847-362-5372 Fax 425-675-9207

E-mail treysail@tds.net

Lake Michigan PHRF® Multihull Sail Plan Declaration Boat Name \_\_\_\_\_ Hull Number \_\_\_\_ Sail Number \_\_\_\_ Owners Name \_\_\_\_\_\_ Boat Type \_\_\_\_\_ Phone Number\_\_\_\_\_ It is preferred to have a sail loft actually measure the sails, and fill out this sheet. As an alternative, a competitor may measure the sails. Please use feet and tenths of feet for measurement. Mainsail Mainsail Year Built a) The HEAD shall be defined as the point of intersection of the line of Built By (Print Name of Sailmaker) the Luff, including the boltrope, and the highest point of the sail perpendicular to the Luff. The Head Width shall be measured from the HEAD. Head Width \_\_\_ b) Luff is measured as the distance between two points along a line Luff \_\_\_\_\_ parallel to the sail Luff from which lines drawn at 90 degrees intersect Foot \_\_\_\_\_ the highest point on the HEAD or the lowest point on the Foot. MGT\_\_\_\_\_ (7/8 point girth) respectively. c) The Foot is measured as the two farthest points along the Foot. MGU (3/4 point girth) MGM (1/2 point girth) d) The cross width measurements shall be taken from the seveneighths, three-quarter, and one-half points on the Leech, located when (Foot\*2+MGM\*3+1.5\*MGU+MGT+.5\*HW)\*Luff/8 = SA the HEAD is folded to the Clew for the half height point, and when the HEAD is folded to the half height point to determine the three-quarter **Spinnaker** (the boats largest one) point. The seven-eighths point is located by folding the Head to the three-quarter point. Girth is measured as the shortest distance from Year Built Leech points to Luff, including the boltrope. Built By (Print Name of Sailmaker) **Spinnaker** e) For purposes of spinnaker measurement, the mid-girth shall be Leech \_\_\_\_\_ measured from the one-half point on the Luff to the one-half point on the Leech. These one-half points shall be found by folding the Head to Foot the Tack for the one-half point on the Luff, and folding the Head to the Midgirth Clew for the one-half point on the Leech. (Luff+Leech)\*(Foot + 4\*Mid Girth) / 12 = SA **Jib** (the boats largest one) f) For purposes of headsail measurement, the Tack is defined as the point where the Luff and Foot, if extended, would intersect each other. Year Built The Head is defined as the point of intersection of the line of the Luff, Built By (Print Name of Sailmaker) including the boltrope, and the highest point of the sail perpendicular to the Luff. The Clew is the point where the Leech and Foot, if Luff (Head to Tack) extended, would intersect each other. g) The diagonal (LP) is defined as the shortest distance from the Luff LP to the Clew. Midgirth h) The mid-girth is measured by folding the Head to the Clew to find (.5 \* Luff) \* LP= SA the mid-leech. The distance from the mid-leech to the closest point on the Luff is the mid-girth **Screacher** (the boats largest one) Year Built Screecher i) For purposes of Screacher measurement, the Tack is defined as the Built By (Print Name of Sailmaker) point where the Luff and Foot, if extended, would intersect each other. The Head is defined as the point of intersection of the line of the Luff, Luff (Head to Tack) including the boltrope, and the highest point of the sail perpendicular LP to the Luff. The Clew is the point where the Leech and Foot, if extended, would intersect each other. Midgirth i) The diagonal (LP) is defined as the shortest distance from the Luff to th (.5 \* Luff) \* LP= SA JC Bow Sprit Length k) **JC** (**J Corrected**) is the distance from the front of the mast to the most forward attachment point on the bow sprit. **Owner/Measurer Signatures** Signed (Owner) \_\_\_\_\_\_ Date \_\_\_\_\_ Signed (Measurer) \_\_\_\_\_ Print Name \_\_\_\_\_

Phone \_\_\_\_\_

Measurer Company or Boat Name \_\_\_\_\_