GULF YACHTING ASSOCIATION, INC.

ORGANIZED 1901 • REORGANIZED 1920

PHRF

SCOTT SONNIER, CHAIRMAN
OFFSHORE COUNCIL
2211 OCTAVIA ST.
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(mail to)
THOMAS D. BEERY, JR. CHAIRMAN
PHRF RATING COMMITTEE
1001 SEA COVE
PASCAGOULA, MS 39581
(228) 769-6718(H), 617-6536 (C)

ROLLER FURLING
GYA-PHRF.com

BOARD OF HANDICAPPERS

William Zenher (STABYC) Brad Broadus (MYC) Eric Aschaffenburg (PCYC) Skipper Chenault (CSA) Rob Rogers (SYC)

2023/2024

Complete the below data to apply for the Roller Furling credit(s). Boats must have a SA/DSPL of 20.0 or less for the roller furling head head sail credit and a SA/DSPL of 20.0 or less and a inboard or saildrive (non-retractable) engine to be elibible for the optional IN-MAST roller furling mainsail credit. Boats rated as ODR do not qualify for credits.

OWNER'S NAME _____ _____
(first) (last) (home phone)

ADDRESS _____ _____ _____ _____
(street) (city) (state) (zip)

YACHT NAME _____ SAIL # _____

YACHT CLASS _____ PHRF CERT. # _____
(production model type)

I certify that my boat meets the following requirements, as indicated by my initials:

_____ 1) Uses a working roller furling headsail attached to an above deck mounted roller furling system. Roller furling headsails must be tacked above the drum and may be interchangable with other working roller furling headsails while racing. POSSIBLE +6 SECONDS!

_____ 2) Uses an OPTIONAL working Roller Furling In-Mast mainsail system that has no more than 5 vertical battens, the roach of the mainsail does not extend past the backstay (or a line from the top of the mast to the deck edge of the transom if a backstay is not standard) and is furled vertically by rolling rather than flaking, may receive +12 sec of rating adjustment. If roller furling main has zero battens and zero batten sleeves, may receive +18 seconds of rating adjustment. VERTICAL BATTENS YES/NO _____?

_____ 3) Has a sail area/displacement of less than 20.01. This value (SA/DSPL) is not a simple division, but is based on the following formula: SA/DSPL = SA/(DSPL/64)^(2/3)

_____ 4) Will notify the PHRF Committee of any changes are made to the above items.

Sail area and light weight displacement values will be based on the dimensions for the boat class in the following order of precedent: (1) US Sailing (http://offshore.ussailing.org/phrf) "Critical Dimensions", (2) Mfg's published data for "light weight" displacement, J, I, P, & E (PY & EY if appropriate), and (3) research by the PHRF Committee. Discrepancies in dimension values between (1) & (2) above will be resolved by the PHRF Committee in (3) above. Sail Area will be based on using 100% of the foretriangle ((J x I)/2) and 100% mainsail/mizzen area ((PxE)/2) + (PYxEY)/2)).

_____ _____
(Signature) (Date)

Each owner has to apply for credit(s) individually and the committee reserves the right to refuse the credit(s) to boats that they deem to be more racing than cruising.