



Wabamun PHRF Performance Handicapping Manual



Definitions:

The following definitions are provided as a general guide only. **Where a conflict exists between the definitions presented in this manual and those presented in the most current World Sailing Racing Rules of Sailing the definitions presented in the World Sailing RRS publication shall apply.**

"I" The Fore triangle height measured along the foreside of the mast from the main deck "datum" to the top of the jib halyard sheave.

NOTE: The height of the deck used as datum for "I" shall be taken as 4% of beam above the shear line abreast of the mast. For flush deck boats i.e. TANZER 22-26, CAL 28 and MORG 27 whose cabin extends athwart ships to the shear line, use the stripe along the hull, which represents the shear line.

"ISP" - Same as "I" but measured to top of spinnaker sheave, if same as "I" this measurement is not necessary.

"J" - Distance is measured from the foreside of the mast to the point where forestay attaches to deck or bowsprit, in a direction level with the waterline.

"P" - Luff length of mainsail from tack to head.

"E" - Foot length of mainsail along boom from tack to clew of sail. In the event the clew of the mainsail is carried below the top of the boom where it intersects the mast (Boom Droop), measure the "E" along the slope of the mainsail.

"MGM" - Mainsail Mid-Girth Measurement, the points of measurement are determined:

1. By folding the head of the sail to the tack and marking the midpoint of the Luff.
2. By folding the head of the sail to the clew and marking the midpoint of the Leach.

"MGM" - Is the measured distance between the Luff and Leach marks.

"MGU" - Mainsail Upper-Girth Measurement, the points of measurement are determined by folding the head of the sail to the Mid-Girth measurement points and marking the three-quarter points for the Luff and Leach. "MGU" is the measured distance between the resulting Luff and Leach marks.

"HB" - Headboard. Measure the maximum fore and aft dimension from the Luff of the mainsail to the aft edge of the Leach at the widest part of the Headboard.

"LP" - LP is the distance from the clew of the jib to the luff line of the jib in a direction to cross the luff at 90°. If in doubt about clew location, project the leach and foot to the point of intersection.

"LLJ" - Luff Length Jib is the measurement from the Tack to the Head of the Jib. If in doubt about the Tack and Head location, project the Luff, Foot or Leach to the point of intersection.

"LLS" - Luff Length Spinnaker is the greatest length of Spinnaker Luff and Leach measured around the edges of the sail.

"SLU" - Luff length of asymmetric spinnaker

"SLE" - Leech length of asymmetric spinnaker

"Max G" - Is the Girth of the symmetric spinnaker. This is the maximum width of the spinnaker measured from Luff to Luff with the spinnaker stretched flat; measured parallel to the Foot. (Same as SMW in IOR)

"SL" - *Sprit = sprit length = distance between the forestay at the deck and the spinnaker tack. A physical sprit may or may not be present*

"SMG" - Spinnaker mid girth for Asymmetric spinnaker. The distance between the midpoint of the luff and the midpoint of the leech.

"SPL" - *For boats with conventional mast mounted poles SPL is measured from the fore side of the mast to the extreme end of the spinnaker pole. For boats in the normal configuration SPL = J. For boats with asymmetric PHRF NS Performance Handicapping Manual, V20. 3 Aug 2018*

spinnakers and over length spinnaker poles SPL is measured horizontally from fore side of the mast to the point where the tack of the spinnaker attaches to the bowsprit or articulating pole in sailing position. For boats tacking an asymmetric spinnaker to their bow stem fitting, anchor roller or pulpit ahead of the forestay these will be considered bowsprits. For boats racing with both symmetric and asymmetric spinnakers SPL is measured for the largest spinnaker carried.

