

ALBEMARLE SOUND
SAILING ASSOCIATION



VALID THRU

VALID RATING

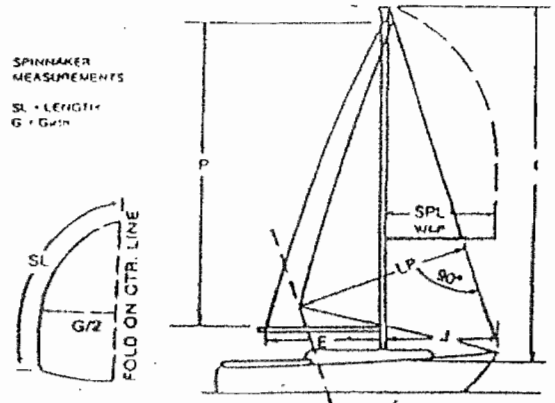
* FOR HANDICAPPER USE ONLY *

SAIL NO.		HULL NUMBER		YR.	STD. CLASS <input type="checkbox"/>	NON-STD. <input type="checkbox"/>	BASE RATING		
TYPE OR CLASS		RIG	DESIGNER		IMS RATING		IOR RATING		ADJUST. + OR -
YACHT NAME					JIB				%
MASTER OR OWNER					WHISKER POLE				%
ADDRESS					SPIN POLE				%
CITY		STATE	ZIP		SPIN GIRTH				%
HOME PHONE		ALT. PHONE			SPIN LENGTH				%
I UNDERSTAND THAT IT IS MY RESPONSIBILITY TO NOTIFY THE HANDICAPPER OF CHANGES TO THIS YACHT, WHICH AFFECT MEASUREMENT POINTS, HANDICAP ADJUSTMENTS, OR WOULD ALTER HER FROM A STANDARD BOAT.					PROPULSION				%
					MISC				
SIGNATURE OF MASTER OR OWNER					DATE		HANDICAPPER'S COMMENTS		TOTAL ADJ. VALID RATING

YACHT CLUB

MEASUREMENTS

J ^m	FT.	IN.	I ^m	FT.	IN.	SIGNATURE OF HANDICAPPER		DATE
DECIMAL FT.		DECIMAL FT.						
LP ^m	FT.	IN.	SPL ^m	FT.	IN.			
DECIMAL FT.		DECIMAL FT.						
WPL ^m	FT.	IN.	G ^m	FT.	IN.			
DECIMAL FT.		DECIMAL FT.						
P ^m	FT.	IN.	SL ^m	FT.	IN.			
DECIMAL FT.		DECIMAL FT.						
E ^m	FT.	IN.	DRAFT		IN.			
DECIMAL FT.		U		IN.				
LOA		FT.	IN.	CB		IN.		
LWL		FT.	IN.	DISPL.		LBS.		
BEAM		FT.	IN.	BAL.		LBS.		
MEASURED BY:					DATE			



(SEE REVERSE SIDE FOR DEFINITIONS)

<p><u>ENG</u></p> <input type="checkbox"/> INBOARD <input type="checkbox"/> OUTBOARD <input type="checkbox"/> RETRACTABLE <input type="checkbox"/> NON-RETRACT.	<p><u>RIG</u></p> <input type="checkbox"/> MASTHEAD <input type="checkbox"/> FRACTIONAL <input type="checkbox"/> OTHER <p><u>MAST</u></p> <input type="checkbox"/> STANDARD <input type="checkbox"/> TALL RIG <input type="checkbox"/> OTHER	<p><u>KEEL</u></p> <input type="checkbox"/> FIN <input type="checkbox"/> FULL <input type="checkbox"/> CTR. BD. <input type="checkbox"/> DROP <input type="checkbox"/> SHOAL <input type="checkbox"/> WING <input type="checkbox"/> OTHER	<p><u>PROP TYPE</u></p> <input type="checkbox"/> FOLDING <input type="checkbox"/> FEATHERING <input type="checkbox"/> SOLID 2-BL <input type="checkbox"/> SOLID 3-BL <p><u>PROP INSTAL.</u></p> <input type="checkbox"/> IN APETURE <input type="checkbox"/> EXPOSED SHAFT	<p><u>RUDDER</u></p> <input type="checkbox"/> ATTACHED <input type="checkbox"/> SKEG <input type="checkbox"/> SPADE <input type="checkbox"/> OUTBOARD <input type="checkbox"/> CLASS BOAT <input type="checkbox"/> MODIFIED BOAT <input type="checkbox"/> CUSTOM BOAT
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I - DEFINITIONS

J	DISTANCE PERPENDICULAR FROM FORESIDE OF MAST LINE TO THE POINT OF INTERSECTION OF THE FORESTAY WITH DECK.
LP	DISTANCE PERPENDICULAR FROM THE LUFF TO THE CLEW OF THE LARGEST :
LP%	"LP" LENGTH EXPRESSED AS A PERCENTAGE OF "J".
SPL/WPL	SPINNAKER OR WHISKER POLE LENGTH MEASURED WITH THE POLE IN ITS FITTING AND SET IN A HORIZONTAL POSITION ATHWARSHIP.
SPL%	"SPL" LENGTH EXPRESSED AS A PRECENTAGE OF "J".
WPL%	"WPL" LENGTH EXPRESSED AS A PERCENTAGE OF "J".
G	SPINNAKER MAXIMUM GIRTH LUFF TO LUFF. FOLD ON CENTER LINE, MEASU WIDTH, AND MULTIPLY BY TWO. SAME AS (SMW).
G%	"G" MEASUREMENT EXPRESSED AS A PERCENTAGE OF "J".
SL	LENGTH OF SPINNAKER LUFF ALONG RED OR GREEN LUFF TAPE FROM HEAD T CLEW ON THE LARGEST SPINNAKER.
SL%	"SL" MEASUREMENT EXPRESSED AS A PERCENTAGE OF $.95 * \sqrt{I^2 + J^2}$.
I	HEIGHT OF THE FORETRIANGLE. MEASURED FROM THE DECK SHEER LINE AT THE MAST TO HIGHEST POINT OF SAIL ATTACHMENT.
P	LUFF LENGTH OF MAINSAIL MEASURED FROM BOOM TO HEADBOARD IN ITS HIGHEST POSITION.
E	FOOT LENGTH OF MAINSAIL MEASURED FROM THE MAST TO THE CLEW IN ITS MOST OUTBOARD POSITION.
LOA	LENGTH OVERALL OF THE HULL. NOTE BOWSPRIT AND OR BOOMKINS SEPARATELY.
LWL	LOAD WATER LINE. IF UNMEASURED, USE BROCHURE LWL.
BEAM	MAXIMUM BEAM OF THE VESSEL.
DRAFT	DRAFT OF HULL. IF CENTER OR DAGGERBOARD YACHT INCLUDE DRAFT WITH BOARD UP OR DOWN.
DISPL	DISPLACEMENT OF VESSEL IN POUNDS WITHOUT CREW, WATER, OR FUEL STC ABOARD. IF UNMEASURED USE BROCHURE DISPL.
BALLAST	BALLAST OF VESSEL IN POUNDS. NOTE ANY ADDITIONS OR DELETIONS FROM STANDARD AND THE LOCATION.

II - HANDICAP ADJUSTMENTS

A. JIB		B. SPINNAKER/WHISKER POLE	
ADJUSTMENT IS BASED ON THE LARGEST JIB AND DETERMINED BY THE LP%.		ADJUSTMENT IS DETERMINED BY THE SPL%/WPL%	
LP%	ADJUSTMENT	SPL%/WPL%	ADJUSTMENT
UP TO 155	0	UP TO 100	0
156 TO 165	-3	101 TO 110	-3
166 AND OVER	-6	111 AND UP	-6
C. SPINNAKER		D. PROPULSION	
ADJUSTMENT IS DETERMINED BY THE G% AND SL%.		ADJUSTMENT BASED ON TYPE OF PROPELLER AND INSTALLATION.	
G%	ADJUSTMENT	PROP/INSTALL	ADJUSTMENT
UP TO 100	0	FOLDING/FEATHERING	0
101 TO 110	-3	SOLID 2-BLADE APERT.	0
111 AND OVER	-6	OUTBOARD RETRACT.	0
SL%	ADJUSTMENT	OUTBOARD NON-RETRACT.	+3
UP TO 100	0	SOLID 2-BLADE EXPOSED	+3
101 TO 105	-3	SOLID 3-BLADE APERT.	+3
106 AND OVER	-6	SOLID 3-BLADE EXPOSED	+6