

CLYDE YACHT CLUBS' ASSOCIATION

HANDICAP APPLICATION

New	£55	Dual	£60
Alteration	£15	One Year	£30



CYCA handicaps are issued (for monohull yachts only) for the duration of ownership and on the understanding that the information supplied is true and accurate. This form can be used by new owners to apply for a handicap or by existing owners to modify details previously provided. The Handicap Committee must also be notified of any future alterations which might affect performance. In this case a revised handicap may be issued on payment of the Alteration fee.

Owners may request a "One Year Certificate" for which the fee is just over 50% of normal; the handicap may then be made permanent by a second payment of the same amount prior to the start of the following season, failing which the handicap will lapse. Handicaps also lapse on change of ownership. Replacement certificates can be obtained on payment of a fee of £5. Handicaps will normally only be provided for yachts with conformant Sail Numbers – i.e. consistent with RYA Prescriptions, Appendix G, to the Racing Rules of Sailing. C-suffix numbers may be obtained from the CYCA; other valid numbers are available from RYA and RORC. Subject to the prior agreement of the relevant Race Committee(s), "One Year Certificates" may be allocated for yachts with other (e.g. builders') sail numbers, but this must be regularised prior to conversion to a full certificate.

Rigidly controlled one-designs (as agreed from time to time by the Executive Committee) may obtain a certificate for competition in handicap racing on payment of the Additional Certificate fee of £5.

Owners may also request a "Dual Handicap" on payment of the Additional Certificate fee of £5 on top of any other fee(s) payable. ANY ALLOWANCE DUE FOR A FURLING FORESAIL WILL BE OMITTED FROM THE PRIMARY CERTIFICATE BUT INCLUDED ON THE SECONDARY CERTIFICATE. Note that Dual Certificates are only for with/without headsail furling.

Yachts racing in a "White Sail" class will use their normal certificates, including any registered allowances.

Notes on completing the form

Use the diagrams overleaf to select the rig and underwater configurations which most accurately depict the yacht's design. Supply comments (and designer/builder's drawings, or photographs) to clarify unusual features. An incomplete form may require the Committee to request additional information, delaying the issue of a handicap. Please complete the form with as much information as possible, using BLOCK CAPITALS, and delete options which do not apply. Please use METRIC measurements. Attach any drawings, brochures or specifications that may assist, and include details of any other handicaps held.

If *this yacht* had a previous CYCA Handicap but had a different name and/or sail number, please enter the relevant details overleaf.

ALLOWANCES may be available for common deviations from standard. The following notes refer:

Furling Headsail allowance – the sail must be:

- Tacked on to the furling drum gear only, which will normally be fitted above deck level.
- Capable of being rolled/unrolled without the need to attach or detach any fitting or require any sail folding.

Although other headsails may be carried on board, the furling headsail must be the only headsail used for racing. As an exception, a storm jib may be used in the interest of safety and good seamanship. No changing of headsails is allowed during racing, with the exception of the storm jib provision. The same furling headsail must be used for all races in an event or series. Note that self-tacking jibs and similar small jibs which are only furled for "storage" (e.g. off the wind) are not eligible for furling allowance. The standard Furling Headsail allowance may be increased based on a sliding scale recognising the percentage reduction in forestay length. To claim this, you **must** supply Furling Drum Height (**FDH**) and Forestay Length (**FL**) plus details of the Furling Gear fitted.

Furling Mainsail allowance – different allowances are applicable for different furling systems. Provide as much detail as possible.

Propeller allowance – the base assumption is that a folding or feathering propeller will be used, other than for yachts with a keel aperture which inhibits folding. In this case the base assumption is a fixed two-blade propeller.

Thruster allowance: the unit must not be retractable and/or must not be fitted with baffles. Please provide details of any installation.

Other Variations: other non-standard or unusual features should be described. These may result in either positive or negative adjustments (examples below) on top of any other allowances, but may not be available to "one design" classes subject to Class Rules.

- Negative adjustment - oversize sails, deeper keel, taller mast, modified ballast, raised top spinnaker halyard sheave
- Positive adjustment - shortened spars
- No impact - better quality sails, improved running gear, bigger winches, hull or keel fairing

Please sign and date the application and return with a cheque for the appropriate fee to the CYCA at:

HSC Clubhouse, Rhu Road Lower, Helensburgh, G84 8QT (tel: 01436-673424; email office@cyca-online.org.uk)

Payment may also be made by bank transfer to our account at Bank of Scotland, Helensburgh: Sort Code 80-08-31 Account 00771726. Include your FULL SAIL NUMBER in the "Reference" field so that we can trace your payment to your application.

Certificates can be provided via email, in pdf format. Please indicate on the form whether you would be happy to receive your certificate this way, and ensure that your email address is clearly legible.

CYCA Handicap Application New Amendment One Year Dual (highlight ONE)

Yacht Details

Yacht Name		Sail Number			
Designer		Class / Type			
Builder		Year Designed		Built	
Variant (*)	e.g. Tall Rig, Deep Keel		CE Classification	(post 1998 designs)	
Rig	e.g. Sloop, Ketch, etc		Mast Material	e.g. wood	
Category	e.g. Cruiser/Racer, etc		Keel Shape (select number)		
Sailplan ****	e.g. Masthead, 7/8, etc		Keel Material	Lead	Steel
Production	e.g. One-design, Standard		Keel Configuration	Single	Twin
Hull Mat'l	GRP	Steel	Wood	Other	
			Rudder	Keel	Skeg
				Spade	Transom

For all "Other" give details here:

and

**** If biggest spinnaker is flown higher than "Sailplan" then note here (e.g. "Masthead")

Other rating(s) please copy certificate

IRC

NHC

Variations from Standard (only highlight/complete for features of this boat which are non-standard for the type)

Engine	Inboard	Outboard	None	
Propeller	Fixed 3-blade	Fixed 2-blade	3-blade in Keel Aperture	Folding/feathering
Interior	Incomplete			
Foresail	FDH = cms FL = metres		Make/Model of Furling Gear:	
Mainsail	In-mast furling	In-boom furling	Vertical battens	Other
Bow Thruster	Non-retractable	No baffles	Other	

For all "Other"

give details here:

Hull, Rig and Sail Measurements (see "Definitions" and "Sail and Rig Measurements" sheets for details)

Hull	LOA:	m	LWP:	m	Beam:	m	Draft:	m
	Hull length:	m	Displacement:	kg	Ballast:	kg		
Rig	E:	m	J:	m	P:	m	I:	m
	STL:	m	FL:	m	EXST:	J +		m
Sails	LL:	m	LLmax:	m	LP:	m	SHW:	m
	SLU:	m	SLE:	m	SFT:	m		

Owner and Other Information (indicate beside "Email" if you are happy to receive your certificate by email)

Name(s)				Home Phone			
Address				Work Phone			
				Email	yes/no		
				Club			
				Signature			
Post Code		Date					

OFFICE USE ONLY: S/N/O variations:

min/hr:

fee rec'd:

date:

Definitions. (for ease of use, these definitions are compatible with those of IRC)

Boat details PLEASE PROVIDE METRIC MEASUREMENTS

Beam The max horizontal dimension of the boat in any transverse section, excluding any rubbing strake or toerail.

Draft The maximum depth of the boat or any of its appendages below the waterplane, in the condition of Empty Weight and, in the case of drop keels, the maximum depth in the fixed down position.

LOA The length overall of the hull **including** bowsprit and other rigging if any, stem fittings, stern fittings, pulpits, any overhanging rudder and rudder hangings, bowsprit etc.

LWP (was LWL) Length on waterplane in the condition of Empty Weight

Hull Length Length **excluding** pulpit/pushpit, bow roller, rigging, rudder or rudder fittings

Rig details PLEASE PROVIDE METRIC MEASUREMENTS

E The foot of the mainsail measured along the top of the boom set on the centre line and at right angles to the mast, from the back of the mast to the **inside** of a permanent 25 mm band of contrasting colour beyond which the mainsail clew point shall not be set. **If there is no band the measurement shall be taken from bearing surface of the outhaul shackle at maximum outhaul, to the back of the mast.**

J The base of the fore-triangle measured as the **horizontal** distance from the front of the mast at deck level to the point where the forestay meets the deck, projected if necessary.

P The hoist of the mainsail measured on the mast, from the top of the boom when set at right angles to the mast, or the mainsail tack whichever is the lowest, and the **bottom** of a 25 mm band of contrasting colour at the top of the mast above which the mainsail shall not be hoisted. **If there is no band the measurement shall be taken to the top bearing surface of the halyard shackle.**

I The height of the intersection of the forestay attachment to the mast, where it meets the mast and measured on the mast, above the deck or coachroof where the mast is stepped or enters the hull.

FL The forestay length measured from where the forestay meets the deck, or from the jib outhaul in the case of a bowsprit, to the forestay attachment point on the front of the mast or to where the forestay intersects the front of the mast, projected if necessary.

STL (SPL) The length of the longest spinnaker or whisker pole measured on or near the centre line of the boat from the forward face of the mast tube to the extremity of the spinnaker or whisker pole, or the horizontal length from the forward face of the mast tube at deck level to the spinnaker tack point on deck projected vertically as necessary, whichever is the greatest.

FDH (Furling headsail Drum Height above / below deck) The distance between the headsail tack fixing point on the drum, in normal sailing position, and the centre of the clevis pin securing the furling drum assembly to the forestay chainplate Measured as a distance parallel to the forestay. If the drum is below deck level, the distance from the tack point to projected deck level in the adjacent area.

EXST The length by which any strut extends the spinnaker or asymmetric tacking point beyond "J".

Sail details PLEASE PROVIDE METRIC MEASUREMENTS

LL The luff length of the largest area headsail when stretched sufficiently to remove any creases.

LLmax The longest luff length of any headsail when stretched sufficiently to remove any creases. (if different from LL)

LP The luff perpendicular of the largest area headsail measured as the shortest distance from the clew point to the outside of the luff or luff tape. For a cutter rig with more than one forestay, LP is measured as the shortest distance from the aftmost clew point of any jib or headsail when set on the centre line of the boat, to the foremost forestay.

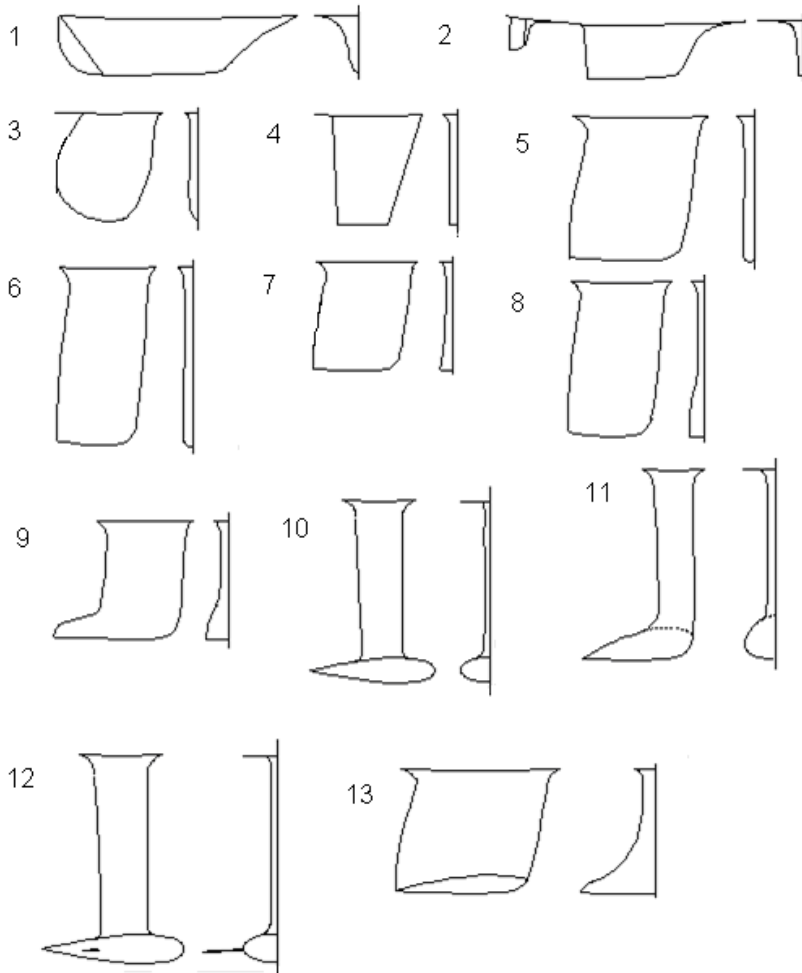
SHW The half width of the largest area spinnaker carried, measured between the half leech points. (was SMG)

SLU The luff length of the largest area spinnaker carried, measured from the tack point to the head point.

SLE (asymmetric only) The leech length of the largest area spinnaker carried, measured from the clew point to the head point.

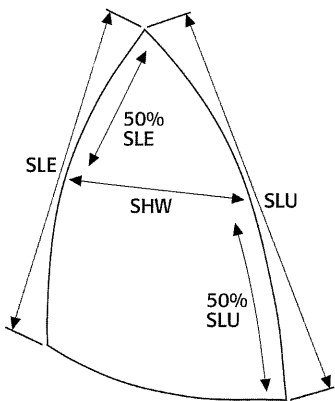
SFT The length of the spinnaker foot measured between clews.

Keel and rudder shapes



1. Traditional attached rudder
2. Long keel, separate rudder
3. "Mickey Mouse"
4. Tapered Fin
5. Straight Fin
6. Straight Deep Fin
7. Flare, low C of G
8. Flare, low C of G, Deep Fin
9. "L" Bulb, low C of G
10. "T" Bulb, low C of G
11. "L" Bulb, Deep Fin
12. Deep Bulb + Winglets
13. Wing
14. Other – supply photo / sketch

Sail and Rig Measurements



Spinnaker measurement and abbreviations

