

CLYDE YACHT CLUBS' ASSOCIATION HANDICAP APPLICATION

New	£50
Alteration	£15



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 yacht **must** have a recognised sail number, which conforms with the appropriate RYA prescription to the ISAF "Racing Rules of Sailing". Clyde (C Series) numbers can be obtained by application to the CYCA office.

The Handicap Committee must be notified of any future alterations which might affect performance. In this case a revised handicap may be issued on payment of the appropriate fee.

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.

Attach any drawings, brochures or specifications that may assist, and include details of any other handicaps held.

Be sure to identify whether measurements provided are imperial or metric.

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.
- An overlapping sail which must be at least greater than 1.3 x J.

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.

You must specify Furling Drum Height (see "Sail and Rig Measurements"). The allowance will be based on the extent of reduced luff length and sail area from a conventional headsail.

Furling Mainsail allowance – different allowances are applicable for different furling systems. Please 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.

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

- **PO Box 5438, Helensburgh G84 8WH (tel/fax: 01436-821234; email: office@cyca-online.org.uk)**

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.

CYCA Handicap Application (new or amendment)

Yacht Details

Yacht Name					Sail Number				
Designer					Class / Type				
Builder					Year Designed		Year Built		
Rig	Sloop	Ketch/Yawl	Cutter	Schooner	Other				
Category	Cruiser	Cruiser/Racer	Racer	Keel Shape (select number)					
Production	One-design	Standard	One-off	Keel Material	Lead	Steel	Iron	Other	
Hull Material	GRP	Steel	Wood	Other	Keel Configuration	Single	Twin	Drop	Other
Rudder	Skeg	Spade	Keel	Transom	Sailplan	M'head	7/8	3/4	Other

If you have ticked "Other" give details here:

If this yacht had a previous name and/or sail number, give details here:

If this yacht has any other rating, give details here:

Variations from Standard (only 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	Furling - if selected, indicated Furling Drum Height here: FDH =			ins / cms
Mainsail	In-mast furling	In-boom furling	Vertical battens	Other
Bow Thruster	Non-retractable	No baffles	Other	

If you have ticked "Other" give details here:

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

Hull	LOA:	ft / m	LWP:	ft / m	Beam:	ft / m	Draft:	ft / m
	Displacement:			lb / kg	Ballast:			
Rig	E:	ft / m	J:	ft / m	P:	ft / m	FL:	ft / m
	STL:	ft / m						
Sails	LL:	ft / m	LLmax:	ft / m	LP:	ft / m	SHW:	ft / m
	SLU:	ft / m	SLE:	ft / m				

Owner and Other Information (tick 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

- Beam** The maximum 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 (Hull Length)** The length overall of the hull excluding bowsprit and other rigging if any, stem fittings, stern fittings, pulpits, any overhanging rudder and rudder hangings.
- LWP (was LWL)** Length on waterplane in the condition of Empty Weight

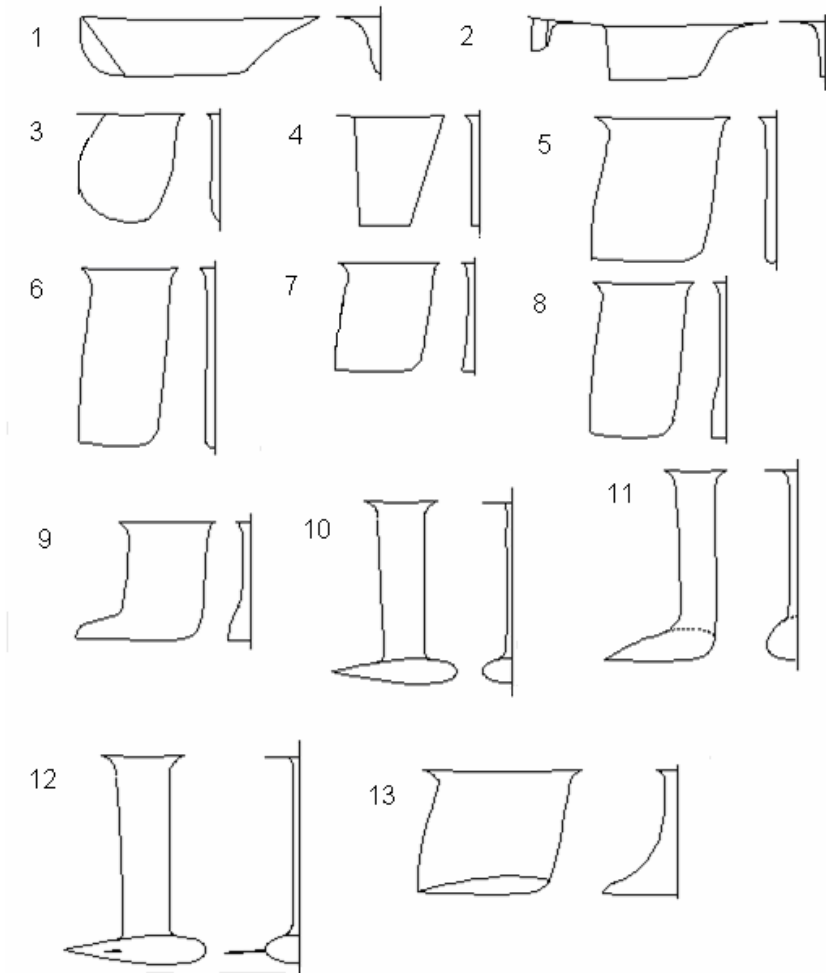
Rig details

- 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.**
- 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 pole, whisker pole or bowsprit measured on or near the centre line of the boat from the forward face of the mast tube to the extremity of the spinnaker pole, whisker pole or bowsprit, 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.

Sail details

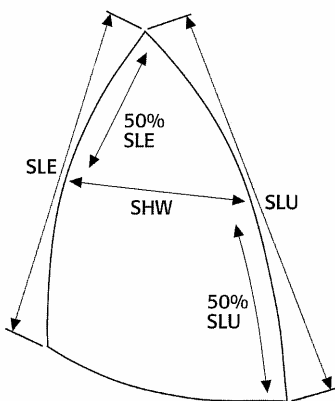
- LL** The luff length of the largest area headsail when stretched sufficiently to remove any creases.
- LLmax** The longest luff length of any headsail when stretched sufficiently to remove any creases. (if different from LL)
- LP** The luff perpendicular of the largest area headsail measured as the 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.
- 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.

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

